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OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

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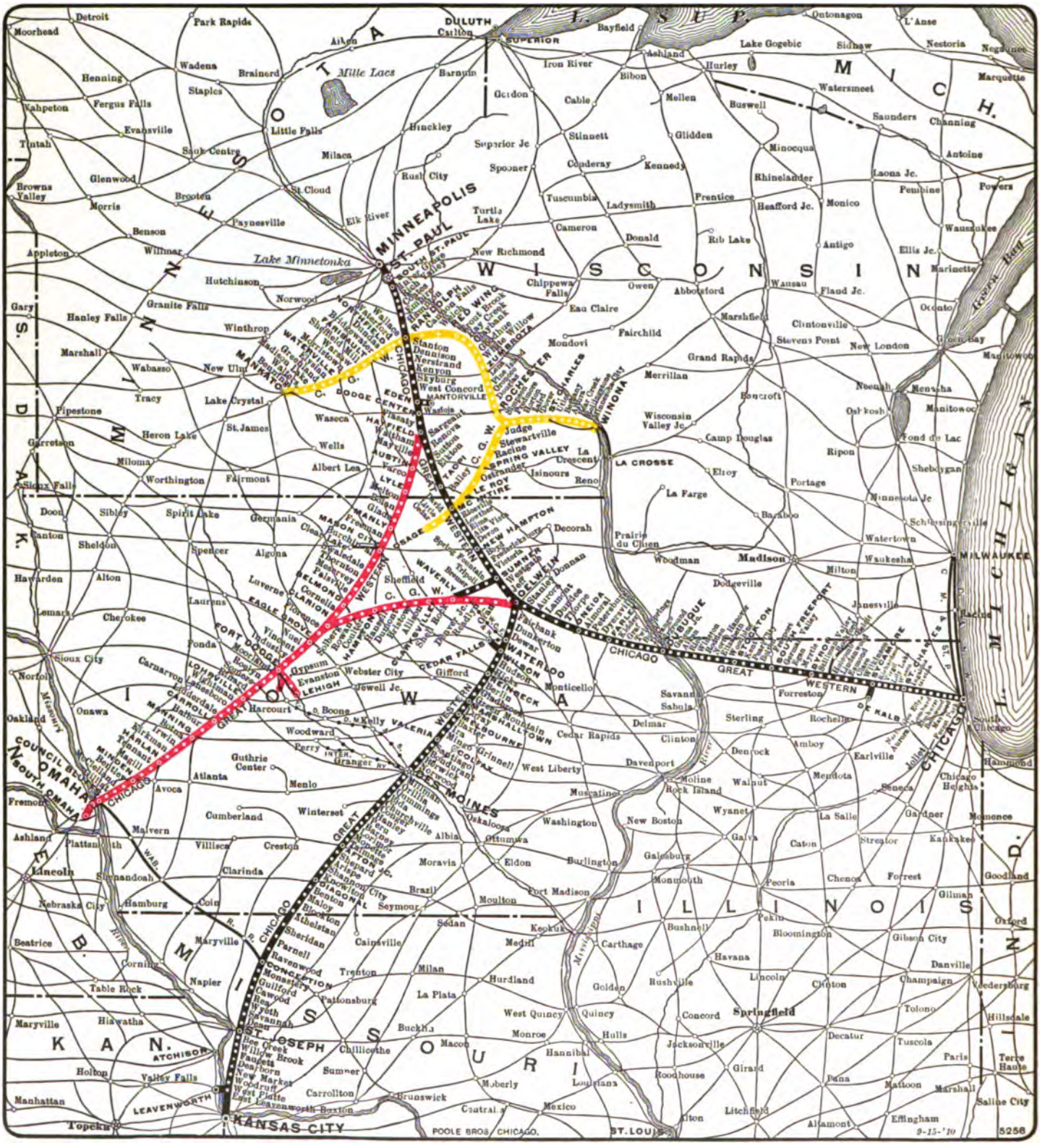

CHICAGO GREAT WESTERN RAILROAD
MASON CITY & FORT DODGE RAILROAD
WISCONSIN, MINNESOTA & PACIFIC RAILROAD

FIRST ANNUAL REPORT

OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

TEN MONTHS ENDED JUNE 30, 1910

CHICAGO, 1910

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CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE TEN MONTHS ENDED JUNE 30, 1910.

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their first report for the ten months from September 1, 1909, the date on which the Company commenced operation, to June 30, 1910. As the Company had no operations prior to September 1, 1909, comparisons with the previous year are not shown, except in certain cases to illustrate differences in conditions during and after the Receivership. The report includes the Company's operations of proprietary lines under leases.

PROPERTIES AND MILEAGE.

The transportation lines of the system on June 30, 1910, were as follows:

	MILES OF MAIN AND BRANCH LINES.		Miles of Side Track.	Total Miles All Tracks.
	First Main Track	Second Main Track		
Owned directly by the Company	748.95	40.48	323.08	1,112.51
Controlled by ownership of all stock and as lessee of the following lines:				
Mason City & Ft. Dodge Railroad	378.13	1.04	103.05	482.22
Wisconsin, Minnesota & Pacific Railroad	271.00		38.90	309.90
De Kalb & Great Western Railway	5.81		2.02	7.83
Total mileage owned and controlled	1,403.89	41.52	467.05	1,912.46
Trackage rights leased from other companies	83.30	73.16	45.44	201.90
Total mileage owned and operated on June 30, 1910	1,487.19	114.68	512.49	2,114.36
Total mileage owned and operated on September 1, 1909	1,513.92	87.67	510.69	2,112.28

Details of the mileage are shown in Table No. 1, on page 23 of this report.

The changes in mileage between September 1, 1909, and June 30, 1910, have been as follows:

On November 29, 1909, contracts were canceled covering the following mileage leased from other railroad companies:

	Miles.
Trackage between Stillings, Mo., and Kansas City, Mo., via Leavenworth, Kan., including bridges over the Missouri River at Leavenworth, and over the Kansas River at Kansas City, Kan	38.25
Trackage between Waterloo and Denver Junction, Iowa, which was leased from the Waterloo, Cedar Falls & Northern Railway Company for freight business only	16.37
Trackage between St. Paul and Minneapolis, Minn., via Northern Pacific Railroad	9.80
Trackage at Minneapolis, via Minneapolis & St. Louis Railroad	.11
In addition to the foregoing, trackage at Minneapolis, formerly included in main track mileage, is now used as a siding	.41
Total deductions	64.94

On November 29, 1909, contracts were entered into with other railroad companies for trackage rights as follows:

	Miles.
Trackage between Beverly and Kansas City, Mo., including bridge over the Missouri River at Kansas City, Mo., via Chicago, Burlington & Quincy Railroad	26.74
Trackage at Beverly, Mo., via Chicago, Rock Island & Pacific Railway	.14
Trackage between St. Paul and Minneapolis, Minn., via Great Northern Railway	9.92
Trackage at Kansas City, Mo., via Kansas City Southern Railway	1.41
Total additions	38.21

The trackage via the Chicago, Burlington & Quincy Railroad between Beverly and Kansas City, Mo., on the east side of the Missouri River, was a temporary arrangement. A permanent contract with the Missouri Pacific Railway Company, and the purchase of the stock of the Leavenworth Terminal Railway & Bridge Company, were consummated August 1, 1910.

The change between St. Paul and Minneapolis was made by reason of the acquisition by the Company of new terminals in these cities, elsewhere referred to. The changes in the Kansas City line were made to reduce grade and distance, as shown by the following comparisons:

	Via Old Route, prior to November 29, 1909.	Via New Route, after August 1, 1910.
Total distance between Beverly and Kansas City (miles)	38.25	30.18
Maximum grade, east-bound	1.4%	.4%
Maximum grade, west-bound	1.4%	.3%

INCOME.

The Income results for the ten months, September 1, 1909, to June 30, 1910, were as follows:

RAIL OPERATIONS:		
Operating revenues	$	10,171,782.87
Operating expenses (not including taxes)		7,726,375.35
Net operating revenue	$	2,445,407.52
OUTSIDE OPERATIONS, net deficit		17,675.08
Total net revenue	$	2,427,732.44
TAXES ACCRUED		304,722.41
Operating income	$	2,123,010.03
OTHER INCOME		188,433.24
Total income	$	2,311,443.27
CHARGES:		
Interest on Chicago Great Western Railroad Company bonds	$	627,020.74
Interest on Mason City & Ft. Dodge Railroad Company bonds		400,000.00
Interest on Wisconsin, Minnesota & Pacific Railroad Company bonds		193,700.00
Other interest		7,119.55
Rentals paid for tracks, yards and other facilities		482,634.38
Hire of equipment		145,193.11
Total charges	$	1,855,667.78
Surplus	$	455,775.49

Details of Income are shown in Tables Nos. 2 and 3.

RECONSTRUCTION AND MAINTENANCE OF WAY AND STRUCTURES.

The task of reconstructing the roadway and structures to bring them to a condition requisite for efficient and economical operation was undertaken at once. Substantial progress was made to June 30, 1910, as will be evidenced by the information given below. This work of reconstruction embraces the relaying of rail, replacement of ties, widening embankments and cuts, ditching, revision of grades, rebuilding bridges, rehabilitation of buildings, shops and other structures.

The following is a statement of the track and roadbed reconstruction, improvement and maintenance work done during the ten months ended June 30, 1910:

BALLAST:	
Miles of track reballasted with gravel	132.50
Miles of track reballasted with rock	5.57
Miles of track reballasted with other material	10.42
Total miles of track reballasted	148.49
BRIDGES, TRESTLES AND CULVERTS:	
Lineal feet of bridges, trestles and culverts rebuilt or replaced	3,870
ROADBED:	
Miles of roadbed widened and grades rectified	154.62
Miles of ditching for roadbed drainage (track miles)	115.30
Number of cuts widened	327
Cubic yards of material moved	325,900
Miles of right of way fencing rebuilt (track miles)	36.37
Miles of snow fence rebuilt (fence miles)	3.41
RAILS:	
Miles of track relaid with new 85-lb. steel rail	118.35
Miles of track relaid with 75-pound relaying steel rail	37.11
Total miles of track relaid	155.46
CROSS TIES:	
Total number of treated cross ties put in track	120,702
Total number of untreated cross ties put in track	396,489
Total number of cross ties replaced	517,191
Equal to miles of continuous track	179.58
TIE PLATES AND RAIL JOINTS:	
Total number of new tie plates	74,565
Equal to miles of continuous track	12.94
Total number of new rail joints	67,140
Equal to miles of continuous track	209.81

Under the accounting rules of the Interstate Commerce Commission, the expenditures made necessary by the depreciated condition of the property as received by the new Company, which was wholly due to business and other conditions prior to September 1, 1909, are included as rehabilitation charges in the Additions and Betterments Expenditures reported in Table No. 5. Funds for these expenditures were provided for in the reorganization plan.

See Tables Nos. 17 to 23, inclusive, for charts and statements illustrating the physical characteristics and condition of the property on June 30, 1910. See also page 10 in respect to additions, grade changes, etc.

Profiles of the main lines as existing at the time of the acquisition of the property, with map of divisions, are attached hereto.

RECONSTRUCTION AND MAINTENANCE OF EQUIPMENT.

The equipment received with the property on September 1, 1909, was in poor condition; 88 locomotives, 4,269 freight cars and 93 passenger cars were on hand on that date requiring heavy repairs or rebuilding. Through the past year the light capacity cars have been retired from revenue service and are being either sold or placed in temporary work service, to be subsequently disposed of. The equipment retained for revenue service was taken into the shops for rebuilding as rapidly as possible. This work, however, was not completed at the close of the fiscal year.

The old motive power consisted largely of Prairie Type engines—a total of 95, of which 23 were in passenger service. These engines, having a two-wheel truck in front, were not considered suitable for passenger service. With ordinary repairs many of them could be put in good serviceable condition; to sell them meant an unnecessary loss. It was, therefore, decided to convert them into Pacific Type engines by lengthening the boilers and substituting a four-wheel truck in front for the truck on the Prairie Type. Five engines were thus converted during the year, and the balance are under way.

The Prairie Type freight engines, while similar in general dimensions, were equipped with various types of compound cylinders, nearly all of which were cracked and damaged so as to require replacement. A uniform plan was adopted of changing these cylinders from compound to simple type, providing superheaters and reducing the steam pressure from 200 pounds per square inch to 150 pounds, making a much more efficient engine, and one which will cost considerably less for maintenance than the high-pressure compound type as originally built.

In addition to the Prairie Type engines, there were 20 Consolidation engines in service, 10 of them with compound cylinders, all requiring renewal. It was decided to replace these compound cylinders with simple cylinders, remove the front truck, shorten up the front end, and make heavy switching locomotives for work at the important terminals where it was necessary to handle heavier trains than heretofore owing to the increase in capacity of the new motive power purchased.

There were also 10 simple Consolidation engines, all of which have been converted into transfer engines for handling long transfers between the Twin Cities and at the Chicago Terminal.

This program practically disposes of all the desirable equipment received from the old Company, except the smaller locomotives, which are assigned to branch lines and local runs.

In purchasing new equipment, a standard Consolidation engine with simple cylinders, weighing 187,000 pounds on drivers and with a tractive power of 46,500 pounds, was adopted. Twenty of these engines were delivered and twenty were under contract at the close of the year. A part of the line between Oelwein and Stockton, as will be noted elsewhere, has grades of 1%, which can be more economically operated with Mallet engines than to attempt to reduce the grades. Therefore, a Mallet engine was designed which would handle the same train on the 1% grade that the Consolidation would handle on the .7% grade between Stockton and Chicago. These Mallet engines, of which the Company will have 10, have a weight of 310,000 pounds on the drivers and a tractive power of 81,000 pounds.

The object of this arrangement of motive power was to adopt engines to suit the grade conditions in such a manner as to secure a uniform train load as far as the through movement of freight was concerned. It is hoped that this will obviate much of the switching and delay at division terminals and will ultimately reduce the freight equipment to three types of engines, the switching equipment to two types, and the passenger equipment to two types—one the converted Prairie, and the other the new heavy 10-wheel passenger engine which has been designed with a view of moving the heavy trains on the Eastern Division. These passenger engines have a weight of 145,000 pounds on the drivers, are equipped with superheaters, and have a tractive power of 33,000 pounds. They are expected to handle on the Eastern Division trains that will be handled by the converted Prairie Type engines on the Western, Northern and Southern Divisions, which trains are consolidated at Oelwein.

The locomotives that do not work into the general plan outlined above will be sold as opportunity offers, retaining in the service only such engines as can be utilized to advantage on branch lines and in local freight service. It is hoped in this way to ultimately reduce the number of classes of locomotives as follows:

KIND	Number of Classes at Present.	Number of Classes as Proposed.
Switching	7	2
Eight-wheel	14	1
Mogul	4	None
Ten-wheel	6	2
Prairie type	5	1
Pacific type	None	1
Consolidation	2	1
Mallet	None	2

325 locomotives received light repairs and 172 received heavy repairs or were rebuilt during the ten months ended June 30, 1910. The average expenditure for repairs and rebuilding per locomotive owned was $2,210.93.

The average mileage per serviceable engine for the ten months was 30,245.

28 passenger train cars received light repairs and 82 cars received heavy repairs or were rebuilt. The average expenditure per car owned was $1,135.23.

101,074 freight cars received light repairs and 2,392 cars received heavy repairs or were rebuilt. The average expenditure per car owned was $74.51 for the entire equipment.

Under the accounting rules of the Interstate Commerce Commission, the expenditures made necessary by the depreciated condition of the equipment as received by the new Company which was wholly due to business and other conditions prior to September 1, 1909, are included as rehabilitation charges in the Additions and Betterments Expenditures reported in Table No. 5. Funds for these expenditures were provided for in the reorganization plan.

The changes in the equipment between September 1, 1909, and June 30, 1910, were as follows:

	DEDUCTIONS.		ADDITIONS.	
	Sold or Destroyed.	Transferred to Other Classes.	Purchased.	Transferred from Other Classes.
Locomotives	24		24	
Baggage and Mail cars	1			
Business cars	1		1	
Passenger coaches	1			
Automobile cars			100	41
Box cars	689	19	1,900	2
Caboose cars	4		20	
Flat cars	4		200	
Furniture cars	7	24		
Gondola cars	5			1
Refrigerator cars	1			
Stock cars	1		250	
Ballast cars			100	
Cinder cars	2	1	20	
Derricks			2	
Ditchers			2	
Hart convertible cars			195	
Pile driver			1	
Rail loader			1	
Snow plows			1	

Contracts were entered into for the following new equipment, which had not been delivered up to June 30, 1910

Locomotives:

10 Mallet compound locomotives.
20 Consolidation locomotives.
6 Ten-wheel passenger locomotives.
10 Switch locomotives.

Passenger train cars:

6 Steel baggage cars.
10 Steel passenger coaches.
2 Steel cafe and library cars.
3 200-horse-power McKeen Gasoline motor cars.

Freight and work equipment:

200 Box cars.
200 Refrigerator cars.
81 Ballast cars.
2 Snow plows.
5 Hart convertible cars.

The following equipment was converted from one class to another during the ten months:

Sixteen compound locomotives were changed to simple locomotives and 12 of these were also equipped with superheaters.

Six compound Consolidation locomotives were changed to 8-wheel switch engines.

Five Prairie Type locomotives were changed to Pacific Type locomotives and equipped with superheaters.

Three locomotives were, on June 30, 1910, in process of alteration for combination with 3 Mallet compound extension units which have been purchased.

The number and capacity of locomotives and cars at the beginning and close of the ten-month period was a follows:

	On Sept. 1, 1909.	On June 30, 1910.	Increase.	Decrease.	Percent.
*Locomotives	300	300			
Total weight, excluding tenders (tons)	20,403.5	22,035.2	1,631.7		8.00
Total weight on drivers (tons)	15,334	17,039.8	1,705.8		11.12
Total tractive power (tons)	3,525.8	3,933.4	407.6		11.56
Passenger train cars	178	176		2	1.13
Total seating capacity	7,750	7,694		56	.72
Freight train cars (including cabooses)	10,839	12,599	1,760		16.23
Total capacity (tons), (excluding cabooses)	301,080	387,460	86,380		28.69
Average capacity (tons), (excluding cabooses)	28.13	31.13	3		10.66
Road service cars	381	700	319		83.73

*Twenty-four light capacity locomotives were vacated; 24 new locomotives were added.
See Tables Nos. 14, 15 and 16 for detailed statements of equipment owned.

TRANSPORTATION EXPENSES.

The transportation expenses of the Company during the ten months period were high, due to various causes. The winter was exceptionally severe; the coal miners' strike compelled the Company to pay abnormally high prices for its fuel for locomotive consumption; the switchmen's strike at St. Paul and Minneapolis, which involved all the carriers entering those cities, caused added expenses; the heavy improvement work being prosecuted on the line was to a certain extent an impediment to the free and economical handling of trains; the added facilities, which

will result from the Company's improvement plan, were not far enough advanced to be of advantage to operations, and the rapid expansion of the business during the year more than taxed the Company's facilities to handle it; and the wage payments of the year were increased by higher rates in most classes of service.

The improvements to the property are progressing satisfactorily, and should soon admit of substantial reductions in the total and unit cost for transportation expenses, subject, however, to the adverse influence of the increase in the cost of labor and material.

The number of passenger trains run was reduced after the Company assumed operations, effecting a saving of 402,286 passenger train miles for the ten months ended June 30, 1910, and an estimated saving in transportation expenses alone of $165,600.

The largest single item of increased transportation cost was for fuel for locomotive consumption, which rose from an average price of $1.685 in September, 1909, the first month of the Company's operations, to $2.675 in June, 1910. If the September price had prevailed throughout the ten months, the total expense for locomotive fuel would have been $227,700 less than it was. Fuel prices are now in process of adjustment, following the settlement of the strike, and it is anticipated that the adjustment will mean an increase in the cost of fuel approximating $70,000 per annum, based on present consumption.

See Table No. 11 for Train and Car Statistics.

INCREASED COST OF LABOR AND MATERIAL.

The Company was subjected to increased prices for both labor and material employed in operations and improvement work compared with the prices prevailing prior to September 1, 1909.

Increased wage rates were granted in the early part of 1910 to the firemen, switchmen and freight handlers. In the ranks of unorganized labor the Company voluntarily increased payments to clerks, shopmen, trackmen and other classes of miscellaneous labor. The estimated additional annual expenditure of the Company through the increased rates already in effect is $175,000. Requests for further increases in rates of pay have been made upon the Company and are now under consideration which, if granted, would cause an estimated additional annual expense of $300,000.

The average price of untreated ties during the ten months was 62.44 cents compared with an average price of 60.4 cents prior to September 1, 1909. The policy of using treated ties was also inaugurated, and these cost an average of 82.75 cents per tie, representing larger expenditures compared with the cost of untreated ties, but from which benefits will accrue in future years.

The tendency toward the increased prices for material is strongly shown by the Company's experience in the purchase of new equipment. In September, 1909, Consolidation locomotives were purchased for $15,500. In the spring of 1910 an additional order was placed with the same concern for the same type and size of locomotive at a price of $17,675. In September, 1909, steel underframe box cars were purchased at $795. In the spring of 1910 an additional contract for box cars of the same type and size was placed with the same concern at a price of $918. The increases were due to the increased cost of labor and material entering into the construction of the equipment.

The foregoing briefly indicates the marked tendency toward rising cost of operations and improvements.

INCREASED EXPENSES TO MEET REQUIREMENTS OF THE LAW.

The Company was subjected to increased costs imposed by State and Federal laws; the orders of the Interstate Commerce Commission in respect to compilation of tariffs, keeping of accounts, preservation of records, etc., all have contributed to the increasing expenses of the Company. State laws and rulings of Commissions have increased the Company's taxes, and have called for various other forms of added expenditure. An important decision adverse to the Company was rendered by the United States Supreme Court in a suit involving the Company's tax payments in the State of Minnesota, resulting in doubling the taxes for the Company's line between the Minnesota-Iowa state line and St. Paul. Ordinances of the City of Chicago have compelled the elevation of tracks over which the Company has running rights, resulting in increased annual rental payments.

PAYMENTS FOR JOINT FACILITIES AND EQUIPMENT.

Since September 1, 1909, there has been an unavoidable tendency toward increased payments for rentals paid to other railroad companies for trackage and other facilities. Under many important contracts the Company participates in the taxes on the property used, and these payments are rising from year to year. Improvements to joint facilities which are constantly being added cause increased rental, maintenance and operation charges to the Company. The temporary use of trackage facilities of the Chicago, Burlington & Quincy Railroad Company between Beverly, Mo., and Kansas City, Mo., caused increased rental payments, but relief from this added expense will be had under the new trackage arrangements between Leavenworth, Kan., and Kansas City, Mo., with the Missouri Pacific Railway Company, effective August 1, 1910.

The rapid and large expansion of the Company's business before its new freight car equipment was available, or its old cars could be placed in condition for service, caused payments in excess of receipts for hire of equipment for the ten months ended June 30, 1910, of $145,193.11. With the equipment in its present condition, the same volume of business could be handled with greatly reduced net payments for use of equipment, and it is expected that in the ensuing year better results in this direction will be shown.

OPERATING REVENUE.

The Operating Revenue of the Company compared with operations of the Receivers in the previous year showed substantial and gratifying gains. The total operating revenue for the ten months was $10,171,782.87, compared with $8,988,808.01 for similar period of the Receivers' operations in the previous year, an increase of $1,182,974.86, or 13.16 per cent. This revenue is the largest in the history of the property. Reference is made to Table 13, showing the operating revenue for the six years ended June 30, 1910, which will illustrate the development of the business during the past year compared with the prior years.

Notwithstanding these large increases in gross revenue, the increased cost of operations and the consequent small margin of net profit made it apparent that the transportation rates charged by the Company were not compensatory for the service rendered, and would not place the Company in a position to adequately improve its service and property, give proper returns to its stockholders, and build up a needed surplus through ensuing years. It was, therefore, sought to increase transportation rates, in which the Company has not as yet been successful, due to the situation described in the following paragraph:

Under an Act of Congress approved June 18, 1910, amending "An Act to Regulate Commerce," the Interstate Commerce Commission was given authority to suspend increases in transportation rates shown in tariffs filed with the Commission by common carriers, and this suspension, during an investigation, may be made effective for a maximum period of ten months. This amendment places upon the carriers the burden of proof to show that the increased rates are just and reasonable. The difficulties with which carriers are confronted by the provisions of this Act in their efforts to secure legitimate and much needed additional revenue through increased transportation rates will be apparent. Increased freight rates shown by tariffs to which this Company is a party, and which were filed immediately after the passage of the amendment, are being vigorously contested by shippers' organizations, and the carriers have been called upon to offer proofs to the Commission of the need for and the reasonableness of these increased rates. This case is pending at the time of the issue of this report.

See Table No. 2 for Details of Operating Revenue.

FREIGHT TRAFFIC:

The freight revenue for the ten months ended June 30, 1910, was $7,279,081.23, compared with $6,358,915.91 for the corresponding period of the Receivers' operations in the previous year, an increase of $920,165.32, or 14.47 per cent.

The tons one mile of revenue freight rose from 917,983,399 to 1,016,743,105, an increase of 98,759,706, or 10.76 per cent.

The revenue per ton per mile for the ten months ended June 30, 1910, was 7.16 mills, compared with 6.93 mills for the same period in the previous year, an increase of .23 mill, due to variations in length of haul and to transportation of larger tonnage of high-class commodities.

The revenue per freight train mile increased from $2.17 to $2.55, or 17.51 per cent.

See Table 10 for further details of freight traffic.

PASSENGER TRAFFIC:

The revenue for the ten months ended June 30, 1910, was $2,141,972.08, compared with $1,969,506.93 for the corresponding period of the Receivers' operations in the previous year, an increase of $172,465.16, or 8.76 per cent.

The revenue passengers carried one mile rose from 108,022,626 to 112,444,436, an increase of 4,421,810, or 4.09 per cent.

The revenue per passenger per mile for the ten months ended June 30, 1910, was 1.866 cents, compared with 1.828 cents for the same period in the previous year, an increase of .038 cent.

The passenger revenue per passenger train mile increased from $0.66 to $0.83, or 25.74 per cent.

The total passenger train revenue per passenger train mile increased from $0.83 to $1.05, or 26.51 per cent.

These results have been attained notwithstanding a decrease in passenger train miles of 402,286, or 13.51 per cent.

Further details of passenger traffic are shown in Table 10.

MAIL REVENUE:

The new Company is receiving mail compensation established by the Government on the basis of mail weights taken in 1907, and therefore no substantial difference is noted in the Company's revenue from this source compared with the Receivers' operations. The next weighing of mails occurs in 1911.

EXPRESS REVENUE:

The revenue from this source for the ten months ended June 30, 1910, was $253,317.64, compared with $212,899.88 for similar period of Receivers' operations in the previous year, an increase of $40,417.76. This was the result chiefly of a more advantageous express traffic contract secured by the new Company.

SWITCHING AND CAR SERVICE REVENUE:

Switching revenue during the ten months ended June 30, 1910, was $119,394.98, compared with $90,369.70 for the same period of the Receivers' operations in the previous year, an increase of $29,025.28, or 32.12 per cent.

Car service revenue for the ten months ended June 30, 1910, was $33,297.68, compared with $19,936.07 for the same period of the previous year, an increase of $13,361.61, or 67.02 per cent.

IMPROVEMENTS.

NEW TERMINALS:

Compliance with the requests of the Company's employes respecting the minimum length of runs and with recent legislation limiting the hours of service of train employes, has made necessary the rearrangement of division terminals, as follows:

At Stockton, Illinois, a point approximately midway between Chicago and Oelwein on the Eastern Division, a new terminal is being constructed, providing for a system of yard tracks, repair tracks, engine terminal tracks, and a 12-stall roundhouse 100 feet in depth; 90-foot steel turntable in concrete pit, operated electrically; 100-ton concrete link belt coaling station operated electrically, and equipped with scales for weighing coal delivered to locomotives; sand house with sand storage, and 100,000-gallon steel water tank on a 50-foot steel foundation; modern concrete cinder pit operated by means of a locomotive crane, and a commodious rest house for trainmen, provided with dining and sleeping rooms, and a Train Dispatcher's and Yardmaster's office.

The roundhouse is equipped with a modern washout and heating system, and an electric plant for power and lighting purposes.

At Conception, Missouri, on the Southern Division, a new terminal is being located, 120 miles from Des Moines and 100 miles from Kansas City. The following facilities are being provided: One six-stall roundhouse, two of which will be used for shop purposes; this roundhouse will be constructed of concrete base and frame superstructure. A series of yard tracks, car repair tracks, engine terminal tracks, and open cinder pit with depressed track, water station, coaling facilities and yard office.

The Company has purchased the Freight House Terminals at St. Paul and Minneapolis, and the Terminal yards and facilities at Boom Island, Minneapolis, formerly belonging to the Wisconsin Central Railway Company, which furnishes freight house facilities at St. Paul and Minneapolis equal to those of any other railroad company. This property covers 29.19 acres of ground, and includes 10.16 miles of trackage.

The St. Paul facilities embrace a tract of land 105 feet wide and 1,700 feet in length, fronting on Third Street, a freight house 32 feet wide and 362 feet in length, and team tracks adjacent thereto.

The Minneapolis facilities embrace a tract of ground 95 feet wide and 1,000 feet in length, fronting on Hennepin Square, a freight house 80 feet wide and 417 feet in length, with upper floors for storage purposes, and house, and team tracks adjacent thereto.

The Boom Island facilities embrace a freight yard of 38 tracks with a capacity of 730 cars, and an 8-stall roundhouse, coach yard, and coaling and water stations.

ADDITIONAL SECOND MAIN TRACK:

The plan for additional second main track contemplates a stretch of second main track for a distance of at least ten miles out of important terminals. The work in progress during the current year embraces new additional main track from Stanley to Aurora, a distance of 4.44 miles, giving a continuous double track for a distance of 10.56 miles from Oelwein to Aurora; from Stockton to Pearl City, a distance of 10.56 miles, and from Forest Park to Elmhurst, a distance of 6.86 miles, giving a continuous double track from Chicago to Elmhurst, a distance of 16.84 miles.

The total length of additional second main track under construction this year is 21.86 miles. When the above second main track shall have been completed the total length of second main track on the system will be 126.54 miles.

The following shows the progress of this work to June 30, 1910:

	Miles of Second Main Track Projected.	MILES OF RAIL LAID.		Miles of Grading Completed but Rail not Laid.	Miles of Grading Started but not Completed.	Miles on which no Work has been done.
		Completed and Placed in Operation.	Not yet Completed.			
Forest Home to Elmhurst	6.86	2.80	4.06	2.10	2.61	2.15
Pearl City to Kent	5.11		5.11		1.70	3.40
Kent to Stockton	5.45		5.45		3.50	1.95
Aurora to Stanley	4.44		4.44		2 50	1.94

REVISION OF GRADES:

The plan for grade revision contemplates the reduction of existing grades between Stockton and Chicago from the present maximum of somewhat over 1 per cent. to a maximum of .7 of 1 per cent., the object being to secure uniform train load on the Eastern Division by so adjusting the grades that a Consolidation engine between Chicago and Stockton will handle the same tonnage after the grade shall have been reduced on that district as the new Mallet Type engines will handle from Stockton to Oelwein on the present grades.

To accomplish the reduction of grades to .7 of 1 per cent. between Chicago and Stockton, the existing grades at the following points have been in process of reduction during the past year:

Two miles east of Lombard.
One and one-half miles east of Lombard.
One-half mile east of Lombard.
One mile east of Glen Ellyn.
One-half mile east of Gretna.
One and one-half miles west of Fox.
One-half mile east of Wasco.
East and west of Lily Lake.
One-half mile east of Virgil.
One mile east of Sycamore.
One and one-half miles east of Wilkinson.
One mile west of Clare.
One mile west of Esmond.
One mile west of Lindenwood.
One and one-half miles east of Myrtle.
Between Myrtle and Egan.
One-half mile west of Egan.
One-half mile east and one mile west of German Valley.
One-half mile east of South Freeport.
One and one-half miles east of South Freeport.
West of South Freeport.
One-half mile east of Bolton.
One mile east of Pearl City.

The grades between Chicago and Elmhurst have been reduced to a maximum of one-half per cent. on account of switching movements in this territory.

The following shows the progress of this work up to June 30, 1910:

LOCATION	Old Line—Total Distance—Miles.	MAXIMUM GRADE (Feet per Mile.)			
		Old Line.		New Line.	
		West-bound.	East-bound.	West-bound.	East-bound.
Bellewood to Elmhurst	3.01	52.8	38.4	26.4	26.4
Lily Lake	2.96	46.0	51.2	36.9	36.9
East of Myrtle	1.13	57.0		36.9	
Pearl City to Kent	5.11	56.5	51.7	36.9	36.9
Kent to Stockton	5.45	63.3	67.5	36.9	36.9
Aurora to Stanley	4.44	52.8	52.8	36.9	36.9

ADDITIONAL SIDE TRACK FACILITIES:

The traffic handled on the Eastern Division has been greatly interrupted by lack of side track facilities. A plan has been adopted for the construction of additional side tracks so that they form lap sidings, permitting of rapid and convenient passing of trains, and at the same time be available for second main track when necessary. These side track facilities are being provided at the following points: Ingalton, Ill., Virgil, Ill., Sycamore, Ill., Esmond, Ill., Byron, Ill., Egan, Ill., South Freeport, Ill., Elizabeth, Ill., Graf, Iowa, Farley, Iowa, Dyersville, Iowa, Almoral, Iowa, Oneida, Iowa, and Thorpe, Iowa.

There were also constructed during the ten months ended June 30, 1910, 5.94 miles of new industrial, yard, spur and side tracks, and 4.46 miles taken up.

AUTOMATIC BLOCK SIGNALS:

The new automatic block signal installation now being erected will extend from Chicago to Oelwein over the entire Eastern Division, a distance of 240 miles. The system installed is all electric direct-current control, normally clear, with indications in the upper right-hand quadrant. This is the latest and most improved type of automatic electric block signals, and will give protection to trains on both single and double track. The block sections will average about two miles in length.

NEW WATER STATION FACILITIES:

A plan has been prepared for improvement of water stations on the system, which provides for renewal of wooden tanks with steel, and substituting water columns 12 inches in diameter for the old columns 6 to 10 inches in diameter. The Eastern Division will be equipped first, the small equipment being removed to other parts of the system where the traffic is light.

NEW COALING STATIONS:

A comprehensive plan for installation of modern coaling stations has been adopted, which contemplates the weighing of coal delivered to locomotives. One division at a time will be so treated, until the entire system is equipped.

The erection of new coaling stations on the Eastern Division is now in progress, and provides for modern coaling stations at the following points:

Chicago (48th Avenue),
Sycamore,
Stockton,
Graf,
Oelwein.

These stations will be constructed of concrete and steel and equipped with automatic weighing devices. They will be equipped with link belt conveyors operated mechanically either with electric motors or gasoline engines.

The coaling stations at Stockton and Graf now in process of erection will be completed this fall.

SHOP MACHINERY:

Important additions were made to the machinery in the Company's principal shops at Oelwein, Iowa, embracing the following machines:

1 90-inch heavy pattern 600-ton Driving Wheel Press, complete, motor drive, for pressing on and removing locomotive driving wheels.
1 90-inch heavy Driving Wheel Lathe, motor drive, for turning locomotive driving wheel tires.
1 32-inch Draw-Cut Shaper, motor drive, for planing and fitting locomotive driving boxes and driving bearings.
1 42-inch Boring and Turning Mill with one turret head and one plain head, motor drive.
1 24-inch Engine Lathe, 60-inches between centers, taper attachment, quick change gear, belt drive.
1 20-inch Tool Room Lathe, 5 feet, 6 inches between centers, with taper attachment, quick change gear, belt drive.
2 20-inch Engine Lathes, 40 inches between centers with quick change gear, belt drive.
1 16-inch Engine Lathe, 30 inches between centers, belt drive.
1 Heavy 4-Spindle Multiple Drill Press, motor drive.
1 Small 4-Spindle Multiple Drill for drilling staybolts, belt drive.
1 38-inch Upright Drill Press, belt drive.
1 6-foot Universal Radial Drill Press, motor drive.
1 Nut Facer, belt drive.
1 2-inch Double Head Bolt Cutter, complete with taps and dies, belt drive.
1 Triple Valve Test Table.

These items are only a part of the improvements which have been planned for the Oelwein Shops. During the ensuing year it is intended to make extensive additions to buildings, and in the tools, machinery, etc., for handling the larger class engines which have been purchased, and to enable the Company to properly and economically repair its equipment.

See Table 5 for report of improvement expenditures.

CAPITAL ISSUES.

The authorized capital stock of the Company is $50,000,000 of 4% Preferred Stock and $46,000,000 of Common Stock, or a total of $96,000,000.

The Company contracted to issue to the Reorganization Managers in part payment for the property and assets acquired $50,000,000 of 4% Preferred Stock and $45,998,900 of Common Stock. Pursuant to the request of the Reorganization Managers, there was issued under the contract to June 30, 1910, $41,021,402 of Preferred Stock and $45,245,613 of Common Stock.

Notice has been recently given by the Reorganization Managers that the remainder of the stock contracted for will not be required or called for, and that the contract right to receive this stock will be relinquished to the Company

The following table shows the capital stock transactions:

	4% Preferred Stock	Common Stock
Total amount authorized	$50,000,000.00	$46,000,000.00
Issued to Reorganization Managers under contract	41,021,402.00	45,245,613.00
Sold for cash		1,100.00
Capital stock to be retired as a liability on account of not being issued to Reorganization Managers	8,978,598.00	753,287.00

The Company also issued to the Reorganization Managers in part payment for the property and assets, four per cent fifty year gold bonds amounting to $18,500,000 par value. There was also assumed a mortgage on the Minneapolis terminals purchased from the Wisconsin Central Railroad Company, represented by 3½ per cent gold bonds, maturing in 1950, amounting to $500,000 par value.

FUNDED DEBT.

The following is a statement of the funded debt of the Company and its Proprietary Lines on June 30, 1910:

	Issued and Outstanding.	Miles of Line Owned.	Funded Debt Per Mile.
Chicago Great Western R. R. Co., First Mortgage	$ 18,500,000.00	748.95	$ 25,368.85
Chicago Great Western R. R. Co., Minneapolis Terminal Mortgage	500,000.00		
Mason City & Fort Dodge R. R. Co	12,000,000.00	378.13	31,735.12
Wisconsin, Minnesota & Pacific R. R. Co	6,232,000.00	271.00	22,996.31
Total for System	$ 37,232,000.00	1,398.08	$ 26,630.81

The DeKalb & Great Western Railway Company, with a mileage of 5.81, is not mortgaged.

In considering the funded debt, which is moderate, it should be borne in mind that the mortgages are secured in part by valuable leaseholds of long tenure. The aggregate rentals paid during the ten months ended June 30, 1910, for the properties of other Companies necessary for terminal facilities and to connect up various parts of the lines of the Company, amounted to $482,634.38. At 5% per annum, this amount would pay interest on an investment of $11,583,225.00 which would be wholly inadequate to provide independently owned facilities. The investment which would be required to equal facilities now rented from other companies would produce a funded debt with fixed charges greatly exceeding the rental payments above referred to, and in addition would add to the expenses for maintenance and operation which are now shared with other companies.

The largest and most valuable facilities rented from other companies are as follows:

Chicago terminals, covered by contract which expires July 1, 1995, including the Grand Central Passenger Station, located at Fifth Avenue and Harrison Street, affording modern and commodious depot facilities for the Company's passenger traffic; double tracks from the passenger station to Forest Home, a distance of 10.34 miles; side tracks reaching a large number of important industries; trackage connections for interchange of business with all railroads entering Chicago; a freight house used exclusively by the Chicago Great Western Railroad Company, which is a modern, four-story, fireproof structure, with a floor area of 176,896 square feet, and located on the Chicago River, with dock facilities for interchange of business with water lines; exclusive use of round house facilities for the Company's passenger locomotives; exclusive use of coach yard and trackage; exclusive use of team track facilities at Twelfth Street; exclusive use of ground for round house for freight locomotives at Forty-sixth Street and for freight yard at Forty-eighth Street, embracing an area of 40.7 acres; trackage to Union Stock Yards, and other facilities and privileges which are valuable. The ground area occupied by the Chicago Great Western Railroad Company solely under this contract is 42.6 acres. The passenger station and freight house are very favorably located, being within one block of the business center of the city, embracing the so-called "Loop District."

Trackage between Portage Curve, Illinois, and Dubuque, Iowa, including a bridge over the Mississippi River 1,565 feet in length, the total distance being 14.21 miles, of which 13.12 miles are double tracked, covered by contracts running during the corporate existence of the Chicago Great Western Railroad Company.

Trackage between Minneapolis and St. Paul, Minnesota, a distance of 9.92 miles of four main tracks, covered by a contract which expires November 30, 1919, with extension privileges.

Trackage of 2.23 miles and passenger station at Des Moines, Iowa, under a contract, the final terms of which are under negotiation.

Trackage between St. Joseph and Bee Creek, Missouri, a distance of 7.66 miles, under a contract which expires January 1, 1985.

Trackage between Leavenworth, Kansas, and Kansas City, Missouri, a total distance of 30.18 miles, under a contract which expires August 1, 2009. This trackage affords connection with the important freight terminals and elevator property at Kansas City owned by the Company, with the passenger terminals now occupied, and with the future new Union Passenger Station.

Trackage between Council Bluffs, Iowa, and South Omaha, Nebraska, a distance of 8.12 miles of double track, including bridge over the Missouri River 1,750 feet in length, and Union Passenger Station at Omaha. These facilities give access to the important live stock and packing house industries of South Omaha, to the Company's freight yards in Omaha, and to the Omaha Grain Terminals and Independent Elevator Company controlled by this Company. These rights run in perpetuity and are held under a court decree.

See Table No. 9 for description of security for funded debt.

PROPRIETARY COMPANIES.

The Chicago Great Western Railroad Company holds or controls interests in proprietary companies as shown by Tables Nos. 7 and 8, concerning which the following further information is given:

The Mason City & Fort Dodge Railroad Company, owning mileage detailed in Table No. 1, has an authorized capital stock of $13,635,752 preferred stock and $19,205,400 of common stock, all owned by the Chicago Great Western Railroad Company. It also has a mortgage of $12,000,000. The property is covered by lease to the Chicago Great Western Railway Company, dated April 30, 1901. This lease was adopted by the Chicago Great Western Railroad Company, which now occupies the position of lessee. Under the terms of the lease, the lessee agrees to pay interest on the lessor's mortgage bonds to the extent of the net earnings from the leased property, as set forth in the lease.

The Wisconsin, Minnesota & Pacific Railroad Company, having mileage detailed in Table No. 1, has an authorized capital stock of $5,893,400, common shares only, all owned by the Chicago Great Western Railroad Company. The lines are covered by lease to the Chicago Great Western Railway Company, dated April 30, 1901. This lease was adopted by the Chicago Great Western Railroad Company, which now occupies the position of lessee. The terms of the lease are the same as those described in the foregoing paragraph in reference to the Mason City & Fort Dodge Railroad Company.

The DeKalb & Great Western Railway Company, owning mileage described in Table No. 1, has an authorized capital stock of $100,000, common shares only, all owned by the Chicago Great Western Railroad Company. This company has no mortgage. Its line is leased to the Chicago Great Western Railroad Company, under which the lessee pays a nominal fixed annual rental.

The Omaha Grain Terminals was organized November 25, 1903, for the purpose of constructing and operating railroad terminals in the cities of Omaha and South Omaha, Nebraska. The capital stock of the Company is $100,000, all owned by the Mason City & Ft. Dodge Railroad Company. The property of the Omaha Grain Terminals is employed in the railroad operations of the Mason City & Ft. Dodge Railroad under lease to the Chicago Great Western Railroad Company. It includes 29.25 acres of valuable city property, portions of which are occupied by trackage; the remainder is held for future terminal requirements, and in the meantime is occupied by dwelling houses employed for rental purposes, returns from this source being sufficient to cover the carrying cost. The total cost of the property was $382,087.94, but its present value is considerably in excess of that figure.

The Independent Elevator Company was organized October 28, 1904, with an authorized capital stock of $400,000, of which $220,600 has been issued and is held by the Mason City & Ft. Dodge Railroad Company. This Company owns a modern fire proof elevator of 1,040,000 bushels capacity, which is an important adjunct to the Chicago Great Western Railroad Company's business in the development of grain traffic.

The Webster County Coal & Land Company was organized on May 25, 1895, with a capital stock of $400,000 all issued and held by the Mason City & Ft. Dodge Railroad Company. The present property of the company consists of 487.32 acres of surface grazing lands, and 1,995.65 acres of mineral rights, the investment being made primarily to develop a coal supply for railroad use. The coal lands are not now being worked, and are of uncertain value for that purpose. The soil on the land owned consists of clay suitable for making sewer pipe, and the property can be made valuable by developing it for that business.

The St. Charles Hotel & Park Company was organized in April, 1889, with a capital stock issue of $28,700 of which $22,700 is owned by the Chicago Great Western Railroad Company. The company owns 23 acres adjoining the Railroad Company's tracks at St. Charles, Illinois, and fronts on the Fox River. The property is conducted as a pleasure resort, for which it is equipped with buildings, pavilions, docks, boats, etc. A portion of the tract has been platted for residence lots.

The Iowa Townsite Company was organized July 5, 1901, with a capital stock of $10,000, all issued and owned by the Chicago Great Western Railroad Company. The Company established town sites at the following points in the State of Iowa: Bentley, Coulter, Gilliat, Lanesboro, Lidderdale, McClelland, Moorland, Roelyn, Readlyn, Rinard, Somers, Tennant and Wightman. There was purchased for this purpose 2,177 acres of land at a total cost of $161,460.92. Sales have been made aggregating $136,031.84, and there remains unsold 199.77 acres of land and town lots, with an estimated selling value of about $50,000.

The Iowa Development Company was organized September 30, 1895, for the purpose of buying and selling land and securities, with a capital stock of $150,000, all issued and owned by the Chicago Great Western Railroad Company. The Company now owns 258.34 acres of land and town and city lots, with some improved property at various points, with an aggregate estimated sale value of about $150,000.

The Chicago Great Western Railroad Company's interests in the Minnesota Transfer Railway Company, Kansas City Terminal Railway Company, Chicago Union Transfer Railway Company, St. Paul Union Depot Company and the St. Joseph Union Depot Company, as shown in Table 8, are held for the purpose of controlling necessary depot and yard facilities for its passenger and freight business. The concerns are all mutually controlled and operated with other railroad companies.

The immediate prospects for business as this report goes to press are promising. The corn crop is out of danger, and the yield will be the largest in the history of the country. The wheat crop is much better than expected; the oat crop is as large as any previous crop, and everything promises a heavy tonnage for the fall and early winter months.

The prospects for a continued increase in tonnage depend from year to year on the crop conditions. With a territory so favorable for crops as that reached by your line in the great states of Illinois, Iowa, Minnesota and Missouri and the territory beyond, the Chicago Great Western Railroad has every assurance of good crops, if there are any in the land.

The territory served by your line is largely agricultural; there is not a mile that is unproductive.

The growth of the cities on the line, as far as reported at this writing by the Census Bureau, shows an increase in population of 31% over the last census, and there is every reason to expect a proportionate increase for the balance.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

S. M. FELTON,
President.

TABLES

CHICAGO GREAT WESTERN RAILROAD COMPANY

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S. M. FELTON, ESQ., *President,*
Chicago Great Western Railroad Company,
Chicago.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and Proprietary Companies for the ten months ended June 30, 1910, and we certify that the accompanying balance sheet, income account and profit and loss account are in accordance therewith, and are properly drawn up to exhibit correctly the result of the operations of the Company for the period and the condition of the Company's affairs as at June 30, 1910.

The expenditures charged to Property Investment since September 1, 1909, are, in our opinion, proper additions to property.

We have had certificates from the trustees as to the securities pledged, and those unpledged have been produced to us.

We have verified the cash in hands of the Treasurer and satisfied ourselves as to the cash in hands of the Reorganization Managers.

ARTHUR YOUNG & COMPANY,
Certified Public Accountants.

CHICAGO, October 26, 1910.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STATEMENT OF MILEAGE, JUNE 30, 1910

TABLE 1

		Main Track Miles	Second Track Miles	Yard Tracks and Sidings Miles	Total Miles
Chicago Great Western Railroad.					
MILEAGE OWNED:					
Forest Home, Ill.	To Galena Junction, Ill.	147.31			
Dubuque, Iowa	To St. Paul, Minn.	252.80			
Eden, Minn.	To Mantorville, Minn.	6.95			
Sumner, Iowa	To Waverly, Iowa	21.94			
Wilson Jct., Iowa	To Cedar Falls, Iowa	7.48			
Oelwein, Iowa	To Des Moines, Iowa	130.32			
Freight Line through Des Moines, Iowa		2.48			
Passenger Line through Des Moines, Iowa		.33			
South Des Moines	To St. Joseph, Mo.	156.42			
Bee Creek, Mo.	To Beverly, Mo.	22.92			
Total		748.95	40.48	323.08	1,112.51
TRACKAGE RIGHTS:					
B. & O. C. T. R. R., Chicago, Ill.	To Forest Park, Ill.	10.34			
C. B. & Q. R. R., Galena Jct., Ill.	To Portage Curve, Ill.	.51			
Ill. Central R. R., Portage Curve, Ill.	To East Dubuque, Ill.	13.22			
Dubuque & Dunleith Bridge Co., E. Dubuque	To Dubuque, Iowa	.59			
St. Paul Union Depot Co., in St. Paul, Minn.		.69			
Great Northern Ry., St. Paul, Minn.	To Minneapolis, Minn.	9.92			
Des Moines Union Ry., in Des Moines, Iowa		2.23			
C. B. & Q. R. R., in Des Moines, Iowa		.52			
C. B. & Q. R. R., in St. Joseph, Mo.		.81			
St. Joseph Terminal R. R., in St. Joseph, Mo.		.40			
A. T. & S. F. Ry., St. Joseph, Mo.	To Bee Creek, Mo.	7.66			
C. R. I. & P. Ry., in Beverly, Mo.		.14			
C. B. & Q. R. R., Beverly, Mo.	To Kansas City, Mo.	26.74			
K. C. S. Ry., in Kansas City, Mo.		1.41			
Total		75.18	63.16	45.44	183.78
Total mileage, owned lines and trackage rights		824.13	103.64	368.52	1,296.29
***De Kalb & Great Western Railway.**					
MILEAGE OWNED:					
Sycamore, Ill.	To De Kalb, Ill.	5.81		2.02	7.83
Total		5.81		2.02	7.83
***Mason City & Fort Dodge Railroad.**					
MILEAGE OWNED:					
Hayfield, Minn.	To Clarion, Iowa	99.71			
Clarion, Iowa	To Fort Dodge, Iowa	28.05			
Fort Dodge, Iowa	To Council Bluffs, Iowa	132.90			
Spur to Fort Dodge Depot		.79			
Fort Dodge, Iowa	To Lehigh, Iowa	15.69			
Gypsum, Iowa	To Coalville, Iowa	2.90			
Oelwein, Iowa	To Clarion, Iowa	98.09			
Total		378.13	1.04	103.05	482.22
TRACKAGE RIGHTS: (Union Pacific Railroad)					
Council Bluffs, Iowa	To Omaha, Neb.	3.11			
Omaha, Neb.	To South Omaha, Neb.	5.01			
Total		8.12	10.00		18.12
Total mileage, owned lines and trackage rights		386.25	11.04	103.05	500.34
***Wisconsin, Minnesota & Pacific Railroad.**					
MILEAGE OWNED:					
Mankato, Minn.	To Red Wing, Minn.	95.70			
Red Wing, Minn.	To Osage, Iowa	118.20			
Simpson, Minn.	To Winona, Minn	54.20			
Clay Bank Junction, Minn.	To Clay Pits, Minn.	2.00			
Red Wing, Minn.	To Sewer Pipe Works, Minn.	.90			
Total		271.00		38.90	309.90
GRAND TOTAL, Mileage Owned		1,403.89	41.52	467.05	1,912.46
" " Trackage Rights		83.30	73.16	45.44	201.90
" " Owned Lines and Trackage Rights		1,487.19	114.68	512.49	2,114.36

*Leased to, and total capital stock owned by, Chicago Great Western Railroad Company.

CHICAGO GREAT WESTERN RAILROAD COMPANY

OPERATING INCOME. TEN MONTHS ENDED JUNE 30, 1910.

TABLE 2.

Average Miles of Road Operated	1,495.04
Operating Revenue.	
REVENUE FROM TRANSPORTATION:	
Freight Revenue	$ 7,279,081.23
Passenger Revenue	2,141,972.08
Excess Baggage Revenue	29,761.62
Mail Revenue	159,805.05
Express Revenue	253,317.64
Milk Revenue (on Passenger Trains)	116,629.79
Other Passenger Train Revenue	937.59
Switching Revenue	119,394.98
Special Service Train Revenue	6,802.65
Miscellaneous Transportation Revenue	72.80
Total Transportation Revenue	$ 10,107,775.43
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:	
Station and Train Privileges	$ 3,126.66
Parcel Room Receipts	436.20
Storage—Freight	5,726.07
Storage—Baggage	276.04
Car Service	33,297.68
Telegraph and Telephone Service	656.90
Rents of Buildings and other Property	8,037.08
Miscellaneous	4,418.99
Joint Facilities—Revenue—Dr	13.43
Joint Facilities—Revenue—Cr	8,045.25
Total	$ 64,007.44
Total Operating Revenue	$ 10,171,782.87
Operating Expenses.	
Maintenance of Way and Structures	$ 1,296,438.52
Maintenance of Equipment	1,244,129.90
Traffic Expenses	422,856.65
Transportation Expenses	4,407,300.82
General Expenses	355,649.46
Total	$ 7,726,375.35
Net Revenue from Operation	$ 2,445,407.52
Outside Operations:	
Revenue	$ 69,431.67
Expenses	87,106.75
Net Deficit	$ 17,675.08
Total Net Revenue	$ 2,427,732.44
Taxes	304,722.41
Operating Income	$ 2,123,010.03
PER CENT OF OPERATING EXPENSES AND TAXES TO TOTAL OPERATING REVENUE:	
Maintenance of Way and Structures	12.74
Maintenance of Equipment	12.23
Traffic Expenses	4.16
Transportation Expenses	43.33
General Expenses	3.50
Total Operating Expenses	75.96
Taxes	2.99
Total Operating Expenses and Taxes	78.95

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 8.

INCOME. TEN MONTHS ENDED JUNE 30, 1910.

Operating Income.	
RAIL OPERATIONS:	
Operating Revenues	$ 10,171,782.87
Operating Expenses	7,726,375.35
Net Operating Revenue	$ 2,445,407.52
OUTSIDE OPERATIONS:	
Revenues	$ 69,431.67
Expenses	87,106.75
Net Deficit from Outside Operations	$ 17,675.08
Total Net Revenue	$ 2,427,732.44
Taxes Accrued	304,722.41
Operating Income	$ 2,123,010.03
Other Income:	
Property Rentals Received	$ 16,264.24
Interest on Securities, Loans and Accounts	172,084.75
Miscellaneous Income	84.25
Total Other Income	$ 188,433.24
Total Income	$ 2,311,443.27
Fixed and Other Charges.	
INTEREST:	
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 627,020.74
Interest on Funded Debt, Mason City & Fort Dodge Railroad Company	400,000.00
Interest on Funded Debt, Wisconsin, Minnesota & Pacific Railroad Company	193,700.00
Total Interest on Funded Debt	$ 1,220,720.74
Other Interest	7,119.55
Total Interest	$ 1,227,840.29
PROPERTY RENTALS PAID	482,634.38
HIRE OF EQUIPMENT	145,193.11
Total Charges	$ 1,855,667.78
SURPLUS CARRIED TO PROFIT AND LOSS	$ 455,775.49

CHICAGO GREAT WESTERN RAILROAD COMPANY

CONSOLIDATED BALANCE SHEET CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

TABLE 4 — JUNE 30, 1910

ASSETS		
PROPERTY INVESTMENT:		
Road	$107,228,765.23	
Equipment	10,431,254.35	
	$117,660,019.58	
Less Reserve for Accrued Depreciation	153,826.86	$117,506,192.72
SECURITIES:		
Securities of Subsidiary Companies—Pledged	$ 117,807.00	
Securities of Subsidiary Companies—Unpledged	109,689.09	227,496.09
OTHER INVESTMENTS:		
Securities Pledged	$ 302,701.00	
Securities Unpledged	277,100.00	579,801.00
WORKING ASSETS:		
Cash in hands of Treasurer	$ 1,418,759.80	
Cash in hands of J. P. Morgan & Company, Reorganization Managers	3,685,783.99	
Marketable Securities	3,500.00	
Loans and Bills Receivable	28,037.64	
Traffic and Car Service Balances Due from Other Companies	86,632.70	
Net Balances Due from Agents and Conductors	289,244.94	
Miscellaneous Accounts Receivable	451,613.49	
Material and Supplies	1,850,112.29	
Other Working Assets	135,836.93	
Assets, Chicago Great Western Railway Receivership Period (Estimated)	160,462.10	
Assets, Chicago Great Western Railway (Estimated)	12,694.87	8,122,678.75
ACCRUED INCOME NOT DUE:		
Unmatured Interest		690.68
DEFERRED DEBIT ITEMS:		
Advances	$ 277,603.18	
Working Funds	4,981.20	
Insurance Paid in Advance	1,649.24	
Other Deferred Debit Items	225,997.28	510,230.90
Total		$126,947,090.14

LIABILITIES		
CAPITAL STOCK:		
Chicago Great Western Railroad Company:		
Common Stock	$ 45,246,713.00	
Preferred Stock	41,021,402.00	$ 86,268,115.00
FUNDED DEBT:		
Chicago Great Western Railroad Company:		
First Mortgage, 50 Year 4% Gold Bonds	$ 18,500,000.00	
Minneapolis Terminal, 50 Year 3½% Gold Bonds	500,000.00	
Mason City & Ft. Dodge Railroad Company:		
First Mortgage, 50 Year 4% Gold Bonds	12,000,000.00	
Wisconsin, Minnesota & Pacific Railroad Company:		
First Mortgage, 50 Year 4% Gold Bonds	5,811,000.00	36,811,000.00
WORKING LIABILITIES:		
Traffic and Car Service Balances Due to Other Companies	$ 267,460.05	
Audited Vouchers and Wages Unpaid	1,974,801.86	
Miscellaneous Accounts Payable	179,481.32	
Matured Interest Unpaid	8,780.00	
Other Working Liabilities	89,132.05	
Liabilities, Chicago Great Western Railway Receivership Period (Estimated)	56,115.25	2,575,770.53
ACCRUED LIABILITIES NOT DUE:		
Unmatured Interest and Rents Payable	$ 383,536.64	
Taxes Accrued	204,064.08	587,600.72
DEFERRED CREDIT ITEMS:		
Operating Reserves	$ 230,018.22	
Other Deferred Credit Items	18,810.18	248,828.40
PROFIT AND LOSS:		455,775.49
Total		$126,947,090.14

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 5 — EXPENDITURES FOR ADDITIONS AND BETTERMENTS, TEN MONTHS ENDED JUNE 30, 1910

	Additions to Plant	Reconstruction of Plant	Total Additions and Betterments
ROAD IMPROVEMENTS:			
Additional Main Track	$ 69,549.08		$ 69,549.08
Ballast	6,481.25	$ 65,977.19	72,458.44
Block and Other Signal Apparatus	22,277.73	602.51	22,880.24
Bridges, Trestles and Culverts	4,497.94	78,265.56	82,763.50
Fencing Right-of-Way		7,407.23	7,407.23
Grade Revisions		4,279.18	4,279.18
Interlocking Apparatus	11,157.49	2,904.47	14,061.96
Miscellaneous Improvements	881.05	4,304.01	5,185.06
Over and Under Grade Crossings	2,303.12	2,433.58	4,736.70
Reconstruction of Roadbed and Track		1,282,764.32	1,282,764.32
Real Estate	*4,048.10		*4,048.10
Right-of-Way and Station Grounds	8,810.02		8,810.02
Shops, Engine Houses and Turntables	25,709.22	43,276.65	68,985.87
Shop Machinery and Tools	22,708.05	229.90	22,937.95
Sidings and Spur Tracks	29,804.07		29,804.07
Snow Fences	1,599.85	1,032.19	2,632.04
Station Buildings and Fixtures	19,253.08	32,505.07	51,758.15
Telegraph and Telephone Lines		1,311.82	1,311.82
Terminal Yards	1,668,798.21		1,668,798.21
Water and Fuel Stations	3,930.53	17,564.72	21,495.25
Total Road Improvements	$1,893,712.59	$1,544,858.40	$3,438,570.99
EQUIPMENT:			
Locomotives	$ 371,527.13	$ 288,767.54	$ 660,294.67
Passenger Train Cars	23,865.24	139,216.55	163,081.79
Freight Train Cars	1,921,927.40	438,059.18	2,359,986.58
Work Equipment	323,962.26	11,281.95	335,244.21
Total Equipment	$2,641,282.03	$ 877,325.22	$3,518,607.25
Total Road and Equipment Expenditures	$4,534,994.62	$2,422,183.62	$6,957,178.24

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 6

STOCKS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1910

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged
	Pledged under 4% First Mortgage:	
Chicago Great Western Railroad Company:	Mason City & Fort Dodge Railroad Company:	
	Common Capital Stock	$19,205,400.00
	Preferred Capital Stock	13,635,752.00
	Wisconsin, Minnesota & Pacific Railroad Company:	
	Common Capital Stock	5,893,400.00
	De Kalb & Great Western Railroad Company:	
	Common Capital Stock	100,000.00
	Chicago Union Transfer Railway Company:	
	Common Capital Stock	40,000.00
	Preferred Capital Stock	40,000.00
	Minnesota Transfer Railway Company:	
	Capital Stock	7,000.00
	St. Paul Union Depot Company:	
	Capital Stock	103,600.00
	St. Joseph Union Depot Company:	
	Capital Stock	1,000.00
	Iowa Transfer Railway Company:	
	Capital Stock	6,200.00
	Iowa Development Company:	
	Capital Stock	150,000.00
	Iowa Townsite Company:	
	Capital Stock	10,000.00
	St. Charles Hotel & Park Company:	
	Capital Stock	22,700.00
	Iowa Sugar Company:	
	Capital Stock	12,500.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,227,552.00
	Pledged Under 4% First Mortgage:	
Mason City & Fort Dodge Railroad Company	Omaha Grain Terminals:	
	Capital Stock	$100,000.00
	Webster County Coal and Land Company:	
	Capital Stock	400,000.00
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$500,000.00

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 7 SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1910

Company	Total Issued and Outstanding June 30, 1910	Amount in Hands of Public June 30, 1910	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS OF PROPRIETARY COMPANIES:				
Chicago Great Western Railroad Company—				
Preferred Stock (4%*)	$ 41,021,402.00	$ 40,966,402.00	$ 55,000.00	Unpledged
Common Stock	45,246,713.00	45,246,713.00		
Mason City & Fort Dodge Railroad Company—				
Preferred Stock (4%)	13,635,752.00		13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company—				
Common Stock	5,893,400.00		5,893,400.00	Pledged
De Kalb & Great Western Railroad Company—				
Common Stock	100,000.00		100,000.00	Pledged
Total Stocks of Proprietary Companies	$125,102,667.00	$ 86,213,115.00	$ 38,889,552.00	
BONDS OF PROPRIETARY COMPANIES:				
Chicago Great Western Railroad Company—				
First Mortgage 4% Gold Bonds	$ 18,500,000.00	$ 18,500,000.00		
Minneapolis Terminal—				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company—				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company—				
First Mortgage 4% Gold Bonds	6,232,000.00	5,811,000.00	$ 421,000.00	Unpledged
Total Bonds of Proprietary Companies	$ 37,232,000.00	$ 36,811,000.00	$ 421,000.00	
Total Stocks and Bonds of Proprietary Companies	$162,334,667.00	$123,024,115.00	$ 39,310,552.00	

*Cumulative after June 30th, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

SECURITIES OF OTHER COMPANIES OWNED JUNE 30, 1910

TABLE 8

COMPANY	Total Issued and Outstanding June 30, 1910	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
Stocks of other companies:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged.
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged.
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged.
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00	.....	22,700.00	Pledged.
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00	.....	10,000.00	Pledged.
Iowa Development Company: Capital Stock	150,000.00	150,000.00	.....	150,000.00	Pledged.
Iowa Transfer Company: Capital Stock	31,000.00	6,200.00	.....	6,200.00	Pledged.
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00	.....	7,000.00	Pledged.
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00	.....	100,000.00	Unpledged.
Chicago Union Transfer Railway Company: Preferred Stock	1,000,000.00	40,000.00	.....	40,000.00	Pledged.
Common Stock	1,000,000.00	40,000.00	.....	40,000.00	Pledged.
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00	.....	103,600.00	Pledged.
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00	.....	1,000.00	Pledged.
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00	.....	12,500.00	Pledged.
Total Stocks of other Companies	.....	$ 493,000.00	$ 720,600.00	$ 1,213,600.00	
Total Stocks and Bonds of Proprietary Companies (Table No. 7)	.....	39,310,552.00	.....	39,310,552.00	
Grand total	.....	$39,803,552.00	$ 720,600.00	$40,524,152.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FUNDED DEBT OUTSTANDING IN HANDS OF PUBLIC JUNE 30, 1910

TABLE 9

	Year Due	Amount Outstanding in Hands of Public	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1959	$ 18 448,000.00	4%	$ 737,920.00	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	52,000.00	4%	2,080.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	Jan. and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York
WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1950	5,811,000.00	4%	232,440.00	April and Oct.	J. P. Morgan & Co., New York
Total		$ 36,811,000.00		$ 1,469,940.00		

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $18,500,000.00.
Date of Mortgage: September 1, 1909; matures September 1, 1959.
Trustee: Standard Trust Company of New York.

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage, rights embracing mileage described in Table No. 1 under the head of "Chicago Great Western Railroad;" also by the leases covering the operation of the De Kalb & Great Western Railway, the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Table No. 1 of this report; also by all of the collateral securities shown as being pledged under this mortgage in Table No. 6; also by 259 locomotives, 149 passenger train cars, 10,095 freight cars and 600 roadway cars on hand June 30, 1910. This equipment is exclusive of the equipment owned by the subsidiary companies, the stock of which is owned by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.
Date of Mortgage: January 1, 1900; matures January 1, 1950.
Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.
Date of Mortgage: June 1, 1905; matures June 1, 1955.
Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Table No. 1 of this report; the capital stock of the Omaha Grain Terminals, par value $100,000.00, and of the Webster County Coal & Land Company, par value $400,000.00; rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company dated April 30, 1901 (see description of rights on page 15), and on 27 locomotives, 10 passenger train cars, 1,750 freight cars and 103 roadway cars on hand June 30, 1910. The mortgage has no sinking fund redemption provisions.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $6,232,000.00.
In the hands of the public: $5,811,000.00.
Owned by the Chicago Great Western Railroad Company: $421,000.00.
Date of Mortgage: October 1, 1900; matures October 1, 1950.
Trustee: The Mercantile Trust Company, New York.

These bonds are secured by a first mortgage on the railroad lines described under the head of "Wisconsin, Minnesota & Pacific Railroad" in Table No. 1 of this report; rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company dated April 30, 1901 (see description of rights on page 15), and on 14 locomotives, 17 passenger train cars, 754 freight cars and 4 roadway cars on hand June 30, 1910. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY

GENERAL AND TRAFFIC STATISTICS, TEN MONTHS ENDED JUNE 30, 1910

TABLE 10

General Operating Results:	
Operating Revenue	$ 10,171,782.87
Operating Expenses	$ 7,726,375.35
Net Operating Revenue	$ 2,445,407.52
Operating Revenue per Mile of Road	$ 6,803.68
Operating Expenses per Mile of Road	$ 5,168.01
Net Operating Revenue per Mile of Road	$ 1,635.67
Operating Revenue per Revenue Train Mile	$ 1.73
Operating Expenses per Revenue Train Mile	$ 1.31
Net Operating Revenue per Revenue Train Mile	$ 0.42
Ratio of Operating Expenses to Operating Revenue	75.96
Average Mileage Operated	1,495.04
Revenue Train Miles	5,889,222
Freight Traffic:	
(Revenue)	
Revenue from Freight	$ 7,279,081.23
Tons of Revenue Freight carried	3,930,937
Tons of Revenue Freight carried one Mile	1,016,743,105
Tons of Revenue Freight carried one Mile per Mile of Road	680,077
Average distance carried (Miles)	258.65
Revenue per Ton	$ 1.85
Revenue per Ton per Mile (Cents)	0.716
Revenue per Train Mile (Including all mixed trains)	$ 2.16
Revenue per Mile of Road	$ 4,868.75
(Revenue and non-revenue)	
Tons of Revenue and Company Freight carried	4,881,854
Tons of Revenue and Company Freight carried one Mile	1,170,128,656
Tons of Revenue and Company Freight carried one Mile per Mile of Road	782,673
Average distance carried (Miles)	239.69
Passenger Traffic:	
Revenue from Passengers	$ 2,141,972.08
Revenue from Passenger Trains (Passenger, mail express, etc.)	$ 2,702,423.77
Revenue Passengers carried	1,951,093
Revenue Passengers carried one Mile	112,444,436
Revenue Passengers carried one Mile per Mile of Road	75,212
Average distance carried (Miles)	57.63
Revenue per Passenger	$ 1.10
Revenue per Passenger per Mile (Cents)	1.905
Revenue from Passengers per Revenue Train Mile (Including all mixed trains)	$ 0.83
Revenue from Passenger Trains per Revenue Train Mile (Including all mixed trains)	$ 1.05
Revenue from Passenger Trains per Mile of Road	$ 1,807.59

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 11 TRAIN AND CAR STATISTICS, TEN MONTHS ENDED JUNE 30, 1910

Freight	
(Revenue)	
Revenue Freight Locomotive Miles (Including all mixed, light and helping)	3,679,914
Revenue Freight Train Miles (Including all mixed trains)	3,360,967
Per Cent of Locomotive Miles in excess of Train Miles	9.49
Freight Car Miles	86,660,163
Tons per Train—Revenue Freight	302.51
(Revenue and Non-Revenue)	
Total Freight Locomotive Miles (Including all mixed, light, helping and transfer)	3,713,774
Total Freight Train Miles (Including all mixed trains)	3,360,967
Per Cent of Locomotive Miles in excess of Train Miles	10.50
Loaded Freight Car Miles	60,879,655
Empty Freight Car Miles (Including caboose)	25,780,508
Total Freight Car Miles	86,660,163
Per Cent of empty to total Freight Car Miles	29.75
Loaded Cars per Freight Train	18.11
Empty Cars per Freight Train	7.67
Total Cars per Freight Train	25.78
Tons per Freight Train—All Freight	348.15
Tons per loaded Car—All Freight	19.22
Passenger	
Revenue Passenger Locomotive Miles (Including all mixed, light and helping)	2,673,766
Revenue Passenger Train Miles (Including all mixed trains)	2,577,339
Per Cent of Locomotive Miles in excess of Train Miles	3.74
Passenger Car Miles (all cars)	12,684,456
Cars per Passenger Train (all cars)	4.92
Passengers per Train	44
Passengers per Car	13

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 12 FREIGHT TONNAGE BY COMMODITIES, TEN MONTHS ENDED JUNE 30, 1910

COMMODITIES	TONS CARRIED	PER CENT OF TOTAL
PRODUCTS OF AGRICULTURE:		
Grain	477,466	12.15
Flour	257,762	6.56
Other Mill Products	95,680	2.43
Hay	28,645	.73
Tobacco	334	.....
Cotton	196	.....
Fruits and Vegetables	93,623	2.38
Other Products of Agriculture	67,379	1.72
Total	1,021,085	25.97
PRODUCTS OF ANIMALS:		
Live Stock	166,196	4.23
Dressed Meats	63,004	1.60
Other Packing House Products	81,807	2.08
Poultry, Game and Fish	8,392	.21
Wool	1,323	.03
Hides and Leather	27,311	.70
Other Products of Animals	16,039	.41
Total	364,072	9.26
PRODUCTS OF MINES:		
Anthracite Coal	72,505	1.84
Bituminous Coal	730,374	18.58
Coke	16,400	.42
Ores	3,262	.08
Stone, Sand and Other Like Articles	192,200	4.89
Other Products of Mines	77,334	1.97
Total	1,092,075	27.78
PRODUCTS OF FORESTS:		
Lumber	262,164	6.67
Other Products of Forests	12,077	.31
Total	274,241	6.98
MANUFACTURES:		
Petroleum and Other Oils	97,347	2.48
Sugar	28,744	.73
Naval Stores	146	.....
Iron—Pig and Bloom	28,840	.73
Iron and Steel Rails	32,017	.82
Other Castings and Machinery	54,188	1.38
Bar and Sheet Metal	44,075	1.12
Cement, Brick and Lime	346,911	8.83
Agricultural Implements	28,146	.72
Wagons, Carriages, Tools, etc	12,928	.33
Wines, Liquors and Beers	24,431	.62
Household Goods and Furniture	33,320	.85
Other Manufactures	175,095	4.45
Total	906,188	23.06
OTHER COMMODITIES:		
Merchandise	227,901	5.80
Miscellaneous	45,375	1.15
Total	273,276	6.95
TOTAL COMMERCIAL FREIGHT	3,930,937	100.00

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 18 — COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, SIX YEARS ENDED JUNE 30, 1910.

	1905	1906	1907	1908	1909	*1910
Average Mileage Operated	1,475.61	1,475.61	1,475.61	1,475.61	1,475.61	1,495.04
Gross Operating Revenue	$9,290,787.40	$10,753,642.44	$11,401,798.74	$10,390,306.28	$10,715,816.29	$12,053,060.17
Gross Operating Revenue per Mile of Road	6,296.24	7,287.59	7,726.84	7,041.36	7,261.96	8,062.03
FREIGHT STATISTICS:						
Freight Revenue	$6,582,044.64	$7,835,328.30	$8,259,016.94	$7,128,839.73	$7,434,148.32	$8,521,540.24
Freight Revenue per Mile of Road	4,460.56	5,309.89	5,597.02	4,831.11	5,038.02	5,699.87
Revenue Tons Carried One Mile	840,368,061	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332
Revenue Tons Carried One Mile per Mile of Road	569,506	704,545	773,249	688,753	732,660	795,420
Average Revenue per Ton Mile (cents)	0.783	0.754	0.724	0.701	0.688	0.716
Average Tons Revenue Freight per Train Mile	259.81	279.13	292.82	275.91	283.45	302.13
Average Tons Revenue Freight per Loaded Car Mile	14.26	14.76	15.27	15.86	16.07	16.59
Average Tons all Freight per Train Mile	295.08	313.72	327.89	313.69	325.84	345.35
Average Tons all Freight per Loaded Car Mile	16.19	16.59	17.09	18.03	18.47	18.97
Aggregate Capacity of Freight Cars	249,855	247,550	269.735	292,195	300,540	382,660
Average Capacity of Freight Cars	26.90	26.91	27.43	28.02	28.22	30.64
PASSENGER STATISTICS:						
Passenger Revenue	$2,162,306.46	$2,367,178.23	$2,569,698.08	$2,456,606.25	$2,482,104.04	$2,642,356.87
Passenger Revenue per Mile of Road	1,465.36	1,604.20	1,741.15	1,664.81	1,682.09	1,767.42
Passenger Revenue per Train Mile	0.62	0.68	0.71	0.67	0.69	0.84
Passenger Train Revenue	2,635,263.54	2,882,425.45	3,114,307.03	3,066,660.50	3,102,549.15	3,308,224.56
Passenger Train Revenue per Mile of Road	1,785.88	1,953.38	2,110.52	2,078.23	2,102.55	2,212.80
Passenger Train Revenue per Train Mile	0.75	0.82	0.86	0.84	0.86	1.05
Passengers Carried One Mile	102,511,210	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465
Passengers Carried One Mile per Mile of Road	69,470	79,694	84,920	90,175	93,612	92,797
Average Rate per Passenger Mile (cents)	2,109	2.013	2.050	1.846	1,797	1.904
Average Passengers per Passenger Train Mile	29	34	35	36	38	44

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909 to June, 1910, inclusive.

CHICAGO GREAT WESTERN RAILROAD COMPANY

LOCOMOTIVES OWNED AND CHANGES, TEN MONTHS ENDED JUNE 30, 1910

TABLE 14

	Wheel Arrangement	Owned Sept. 1, 1909	Added by purchase during the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1910
SWITCHING:	OO						
Cylinders, 16 x 24		4					4
SWITCHING:	OOO						
Cylinders, 17 x 24		8					8
Cylinders, 18 x 24		8					8
Cylinders, 19 x 26		5					5
SWITCHING:	OOOO						
Cylinders, 22 x 32		0			6		6
TOTAL SWITCHING		25			6		31
TRANSFER:	OOOOo						
Cylinders, 20½ x 30		0			10		10
EIGHT-WHEEL:	OOoo						
Cylinders, 15 x 24		1		1			0
Cylinders, 17 x 24		59		22			37
Cylinders, 18 x 24		13		1			12
Cylinders, 19 x 24		9					9
TOTAL EIGHT-WHEEL		82		24			58
MOGUL:	OOOo						
Cylinders, 18 x 24		35					35
Cylinders, 19 x 24		12					12
Cylinders, 19 x 28		2					2
MOGUL CROSS COMPOUND:	OOOo						
Cylinders, 21 and 32 x 24		2					2
TOTAL MOGUL		51					51
TEN-WHEEL:	OOOoo						
Cylinders, 18 x 26		2					2
Cylinders, 19 x 26		4					4
Cylinders, 20 x 28		11			3		14
Cylinders, 26 x 28		0	4				4
TEN-WHEEL CROSS COMPOUND:	OOOoo						
Cylinders, 22 and 35 x 28		10				3	7
TOTAL TEN-WHEEL		27	4		3	3	31
PRAIRIE:	oOOOo						
Cylinders, 20 x 26		20				5	15
Cylinders, 21 x 26		3					3
Cylinders, 21 x 28		26					26
Cylinders, 24 x 28		0			12		12
PRAIRIE CROSS COMPOUND:	oOOOo						
Cylinders, 22 and 35 x 28		26				12	14
PRAIRIE TANDEM COMPOUND:	oOOOo						
Cylinders, 16 and 28 x 28		20					20
TOTAL PRAIRIE		95			12	17	90
CONSOLIDATION:	OOOOo						
Cylinders, 24 x 30		0	20				20
Cylinders, 20½ x 30		10				10	0
CONSOLIDATION CROSS COMPOUND:	OOOOo						
Cylinders, 22 and 35 x 32		10				6	4
TOTAL CONSOLIDATION		20	20			16	24
PACIFIC:	oOOOoo						
Cylinders, 20 x 26		0			3		3
Cylinders, 24 x 26		0			2		2
TOTAL PACIFIC		0			5		5
GRAND TOTAL		300	24	24	36	36	300

CHICAGO GREAT WESTERN RAILROAD COMPANY

TABLE 15 — CARS OWNED AND CHANGES, TEN MONTHS ENDED JUNE 30, 1910

	Owned Sept. 1, 1909	Added by Purchase During the Year	Sold Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1910
Passenger Equipment:						
Baggage	28					28
Baggage and Mail	17		1			16
Baggage and Passenger	9					9
Baggage and Buffet	3					3
Baggage, Mail and Passenger	5					5
Business	4	1	1			4
Buffet and Chair	3					3
Chair	29					29
Dining	4					4
Observation and Cafe	7					7
Passenger	66		1			65
Postal	3					3
Total Passenger	178	1	3			176
Freight Equipment:						
Automobile		100		41		141
Box	8,187	1,900	689	2	19	9,381
Caboose	135	20	4			151
Flat	631	200	4			827
Furniture	572		7		24	541
Gondola	436		5	1		432
Refrigerator	284		1			283
Stock	594	250	1			843
Total Freight	10,839	2,470	711	44	43	12,599
Roadway Service Equipment:						
Auxiliary Tenders	3					3
Ballast	194	100				294
Ballast Distributing	9					9
Boarding	28					28
Cinder Cars	71	20	2		1	88
Derrick	7	2				9
Ditchers	1	2				3
Flangers	5					5
Hart Convertible Cars		195				195
Lidgerwood Unloader	3					3
Miscellaneous (Other Roadway Cars)	2					2
Pile Drivers	2	1				3
Rail Loader		1				1
Roadway Gondola	28					28
Snow Plows	1	1				2
Steam Shovels	3					3
Tool	24					24
Total Roadway Service	381	322	2		1	700
Grand Total	11,398	2,793	716	44	44	13,475

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT CAR EQUIPMENT

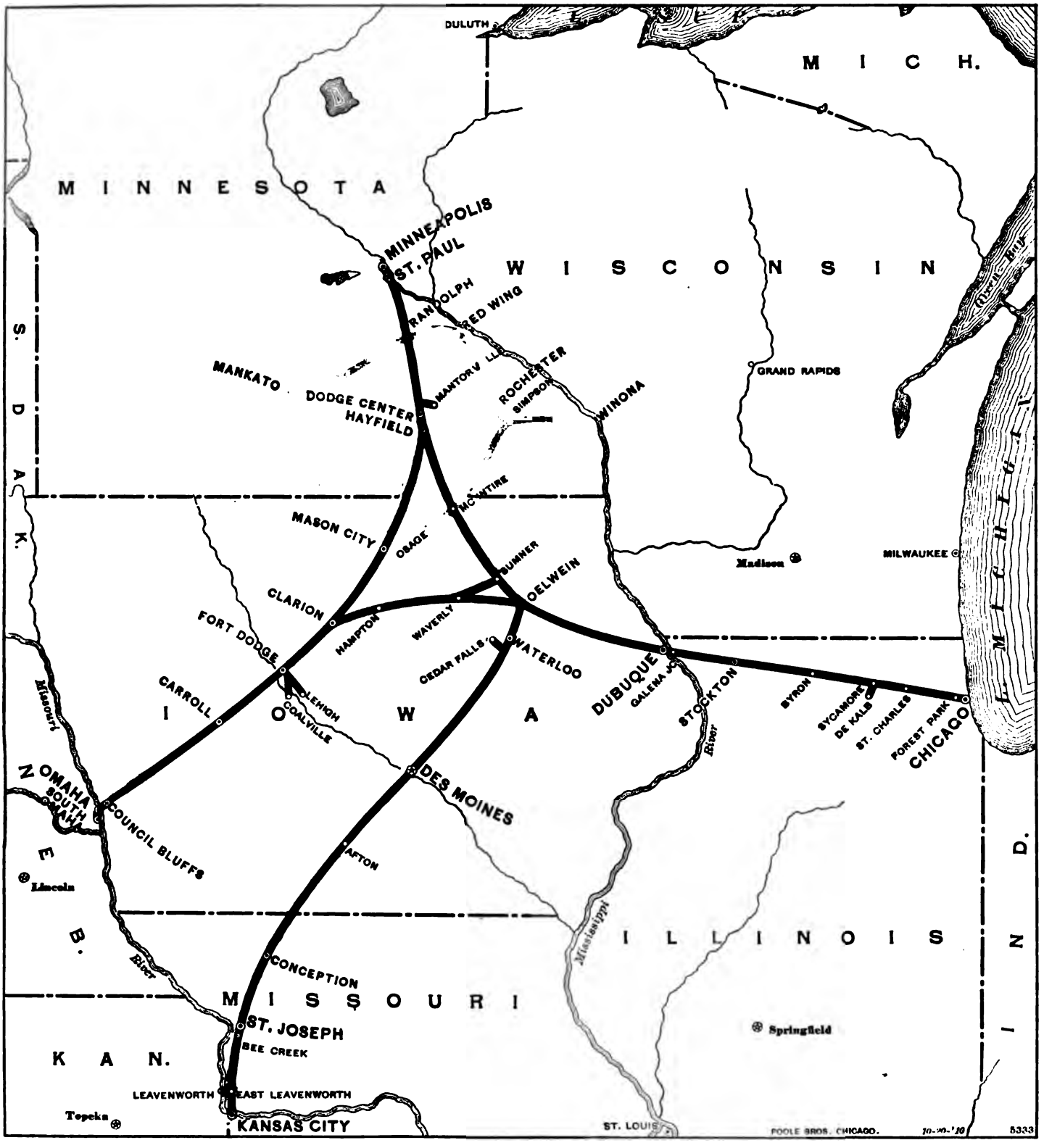
TABLE 16 — DEAD WEIGHT AND CAPACITY, TEN MONTHS ENDED JUNE 30, 1910

	Number of Cars	Average Dead Weight per Car (Pounds)	Total Capacity (Pounds)	Average Capacity per Car (Pounds)
BOX CARS:				
Sept. 1, 1909	8,187	28,725	449,320,000	54,882
June 30, 1910	9,381	30,821	582,080,000	62,048
Increase	14.58%	7.29%	29.54%	13.05%
FLAT CARS:				
Sept. 1, 1909	631	23,575	41,030,000	65,023
June 30, 1910	827	23,920	57,740,000	69,818
Increase	31.06%	0.14%	40.72%	7.37%
FURNITURE CARS:				
Sept. 1, 1909	572	34,400	33,620,000	58,776
June 30, 1910	541	34,400	31,800,000	58,780
Increase	*5.42%		*5.41%	0.06%
GONDOLA CARS:				
Sept. 1, 1909	436	24,725	25,960,000	59,541
June 30, 1910	432	24,725	25,720,000	59,537
Increase	*0.91%		*0.92%	*0.06%
REFRIGERATOR CARS:				
Sept. 1, 1909	284	35,333	16,590,000	58,415
June 30, 1910	283	35,333	16,540,000	58,445
Increase	*0.03%		*0.03%	0.05%
STOCK CARS:				
Sept. 1, 1909	594	29,333	35,640,000	60,000
June 30, 1910	843	30,640	50,580,000	60,000
Increase	41.91%	4.45%	4.19%	
AUTOMOBILE CARS:				
Sept. 1, 1909	0			
June 30, 1910	141	35,900	10,460,000	74,184
Increase				
TOTAL FREIGHT CARS:				
Sept. 1, 1909	10,704	29,348	602,160,000	56,255
June 30, 1910	12,448	30,820	774,920,000	62,252
Increase	16.29%	5.01%	28.69%	10.66%
†BALLAST CARS:				
Sept. 1, 1909	272	27,166	16,420,000	60,376
June 30, 1910	388	27,325	25,460,000	65,618
Increase	42.64%	0.05%	55.05%	8.68%
†HART CONVERTIBLE CARS:				
Sept. 1, 1909	0			
June 30, 1910	195	42,800	15,600,000	80,000
TOTAL CARS:				
Sept. 1, 1909	10,976	29,037	618,580,000	56,357
June 30, 1910	13,031	31,762	815,980,000	62,618
Increase	18.72%	9.38%	31.91%	11.10%

†These are Roadway Service Cars, which are also used in Revenue Freight Service.
*Decrease.

CHICAGO GREAT WESTERN RAILROAD COMPANY

WORKING DIVISION, JUNE 30, 1910



EXPLANATION

DIVISION	DESIGNATION	MILEAGE	RULING GRADE		PER CENT OF TANGENT TO TOTAL MILES
			East Bound	West Bound	
EASTERN		251.70	1.0%	1.0%	85
NORTHERN, Main Line		196.44	1.0%	1.0%	82
NORTHERN, Branch		292.94	1.25%	3.3%	69
SOUTHERN		359.86	1.0%	1.0%	73
WESTERN		386.25	0.5%	0.7%	83
TOTAL		1487.19			78

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1910

TABLE 17

ALIGNMENT

DIVISION	Miles	CURVED TRACK		TANGENT TRACK	
		Aggregate Length in Miles	Per Cent	Miles	Per Cent
Eastern	227.04	34.10	15	192.94	85
Northern Main Line	207.77	36.35	18	171.42	82
Northern Branch Lines	271.00	83.35	31	187.65	69
Southern	319.95	85.25	27	234.70	73
Western	378.13	63.01	17	315.12	83
Total	1,403.89	302.06	22	1,101.83	78

TABLE 18

GRADE

DIVISION	LEVEL TRACK		ASCENDING		DESCENDING	
	Miles	Per Cent	Sum in Feet	Aggregate Length in Miles	Sum in Feet	Aggregate Length in Miles
Eastern	34.26	15	2,491.0	93.77	2,958.0	99.01
Northern Main Line	40.62	20	2,593.8	85.35	2,553.3	81.80
Northern Branch Lines	53.85	20	3,916.3	113.49	3,465.0	103.66
Southern	56.02	18	3,718.1	120.67	4,189.4	143.26
Western	45.69	12	3,149.0	146.34	3,297.0	186.10
Total	230.44	16	15,868.2	559.62	16,462.7	613.83

COMPOSITION OF TRACK

TABLE 19

RAIL

DIVISION	MILES OF RAIL					
	50-lb.	56-lb.	60-lb.	75-lb.	85-lb.	Total
Eastern, First Main Track			5.81	41.66	179.57	227.04
Eastern, Second Main Track				15.43	18.84	34.27
Northern, First Main Track			21.94	178.88		200.82
Northern, Second Main Track				6.21		6.21
Northern Branch, Main Track	22.87	50.67	168.82	35.58		277.95
Southern, Main Track			7.48	129.47	183.00	319.95
Western, First Main Track		50.16	47.07	280.90		378.13
Western, Second Main Track				1.04		1.04
Total	22.87	100.83	251.12	689.17	381.41	1,445.41

TABLE 20

BALLAST

DIVISION	MILES OF BALLAST				
	Rock	Gravel	Cinders	Earth	Total Miles
Eastern, First Main Track	2.40	220.54	4.10		227.04
Eastern, Second Main Track		34.27			34.27
Northern, First Main Track		172.31	28.51		200.82
Northern, Second Main Track		4.21	2.00		6.21
Northern Branch, Main Track		153.75	3.70	120.50	277.95
Southern, Main Track	84.12	210.15	25.68		319.95
Western, First Main Track		349.54	16.59	12.00	378.13
Western, Second Main Track		1.04			1.04
Total	86.52	1,145.81	80.58	132.50	1,445.41

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1910 (CONTINUED)

TABLE 21

BRIDGES

DIVISION	Number	Per Cent of Total Number of all Bridges	LENGTH IN FEET			Per Cent of Aggregate Length of all Bridges
			Minimum	Maximum	Aggregate	
PERMANENT STEEL AND CONCRETE BRIDGES:						
Eastern	74	37	6	700	4,691	32
Northern Main Line	24	50	12	1,088	2,543	27
Northern Branch Lines	11	4	22	880	2,231	7
Southern	77	23	7	900	7,077	28
Western	22	8	24	2,582	6,768	24
Total	208	18			23,310	21
PILE AND FRAME TRESTLES:						
Eastern	124	63	6	388	10,037	68
Northern Main Line	24	50	12	260	6,825	73
Northern Branch Lines	256	96	9	600	27,852	93
Southern	260	77	12	734	18,465	72
Western	260	92	9	689	21,549	76
Total	924	82			84,728	79

TABLE 22

CULVERTS

DIVISION	Number	Per Cent Total Number of all Bridges	LENGTH IN FEET			Per Cent of Total of all Culverts
			Minimum	Maximum	Aggregate	
PERMANENT:						
Eastern	576	78	18	150	23,103	88
Northern Main Line	315	66	15	153	12,590	73
Northern Branch Lines	258	40	20	98	10,341	57
Southern	915	91	16	167	36,608	94
Western	143	19	19	75	5,723	28
Total	2,207	61			88,365	73
TEMPORARY:						
Eastern	163	22	20	53	3,277	12
Northern Main Line	160	34	21	200	4,632	27
Northern Branch Lines	385	60	18	56	7,703	43
Southern	91	9	20	60	2,222	6
Western	598	81	20	82	14,967	72
Total	1,397	39			32,801	27

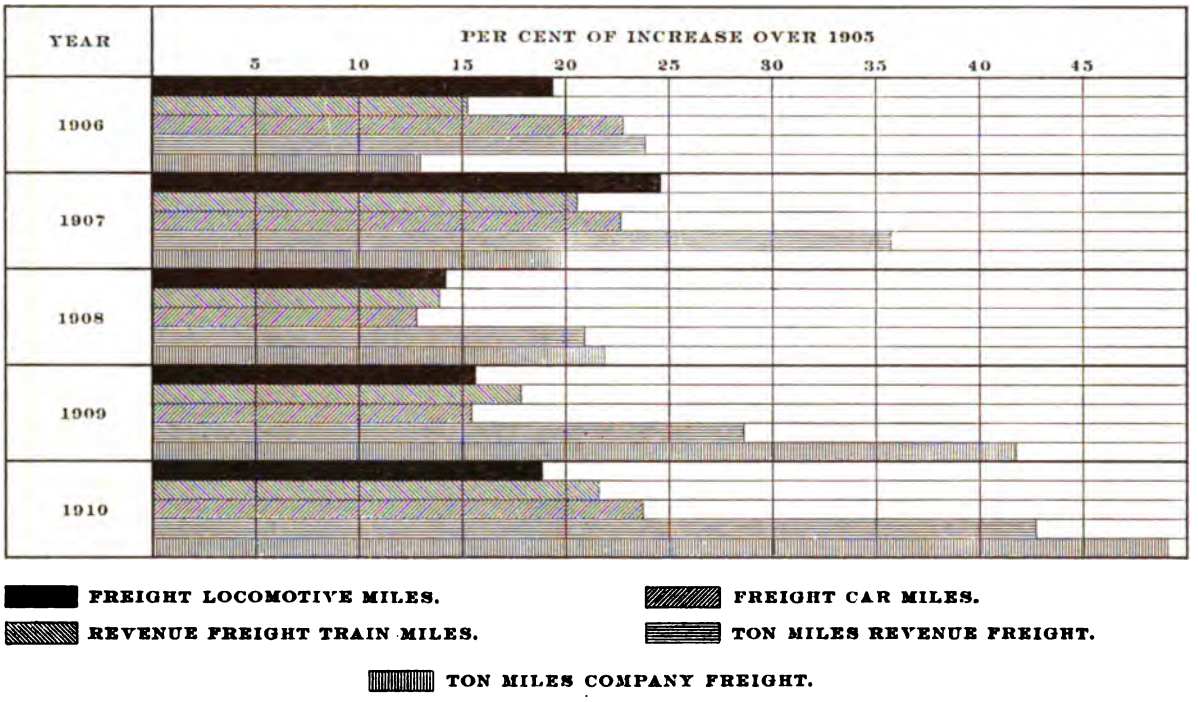
TABLE 23

TELEGRAPH LINES

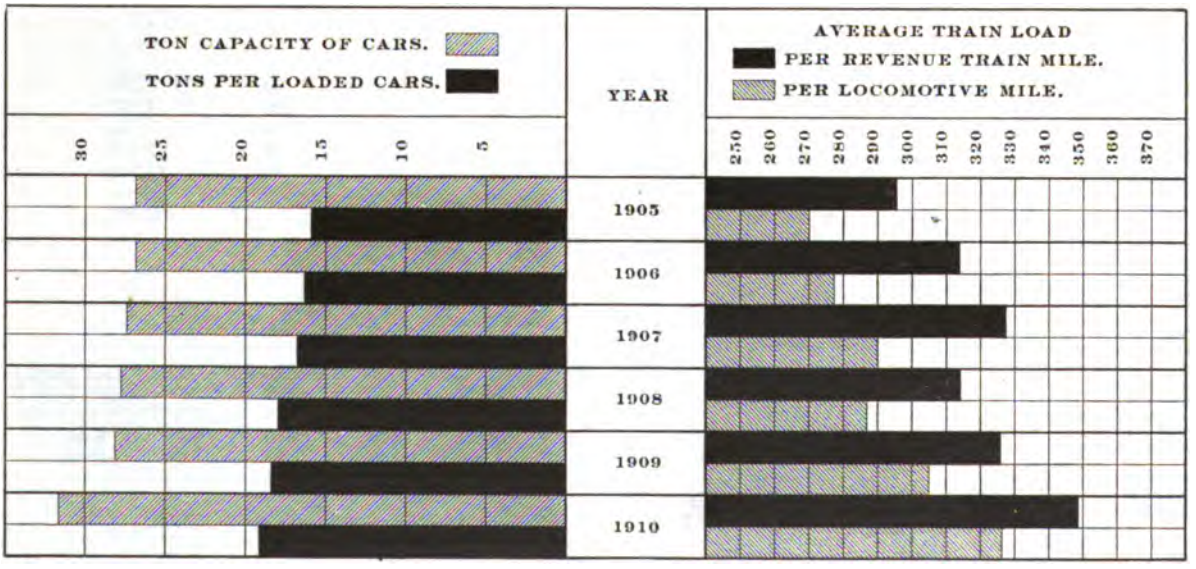
OWNERS	Owned June 30, 1910		Used Exclusively by C. G. W. R. R. Co.		Used Exclusively by Postal Company		Used Jointly by Postal and C. G. W. Cos.		Used Jointly by W. U. and C. G. W. Cos.	
	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire
Chicago Great Western Railroad Co.	331.17	1,849.57	97.91	1,594.21			233.26	255.36		
Postal Telegraph Cable Co.	917.67	9,103.92		1,776.94		7,241.58	917.67	85.4		
Western Union Telegraph Co.	202.36	273.56		71.2					202.36	273.56

FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OVER THE YEAR ENDED JUNE 30, 1905, IN MILES RUN BY LOCOMOTIVES IN FREIGHT TRAIN SERVICE, REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS, NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE AND NUMBER OF TONS OF COMPANY FREIGHT CARRIED ONE MILE.



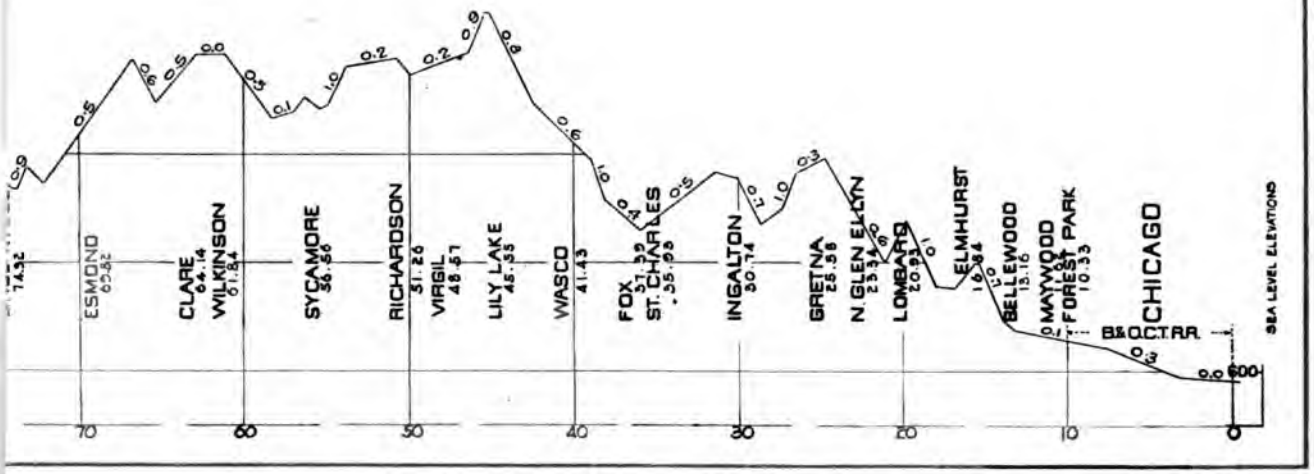
AVERAGE TRAIN, LOCOMOTIVE AND CARLOAD—ALL FREIGHT



CHICAGO GREAT WESTERN

CONDENSED PROFILE
CHICAGO TO OELWEIN

JUNE 30 1910

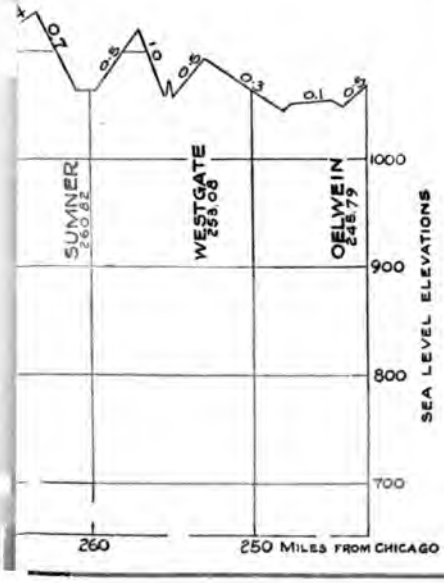


GO GREAT WESTERN

NDENSED PROFILE

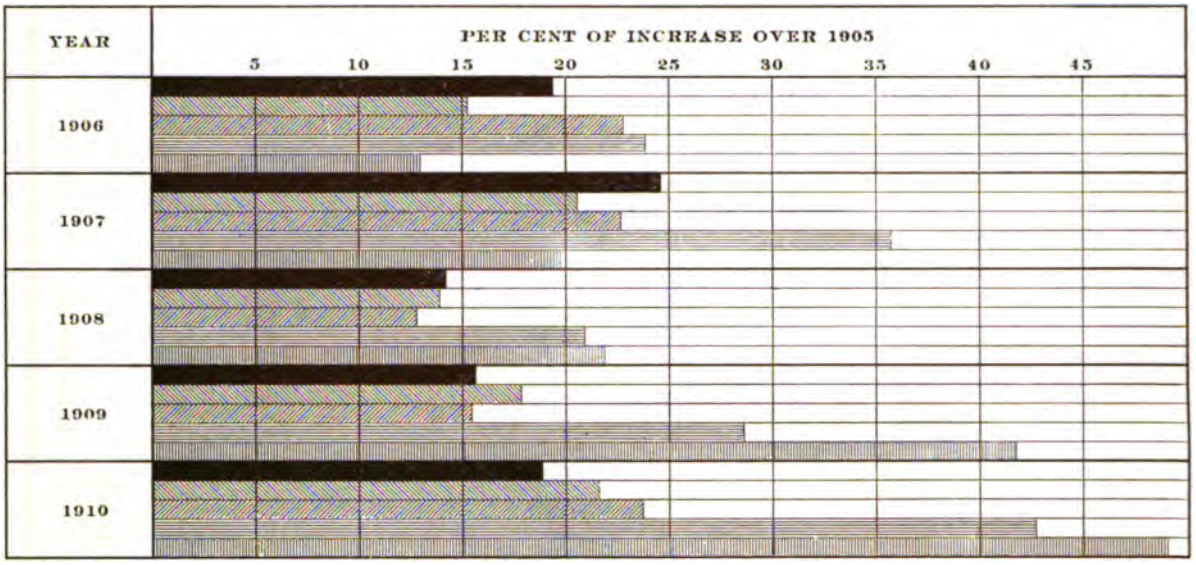
IN TO MINNEAPOLIS

JUNE 30 1910



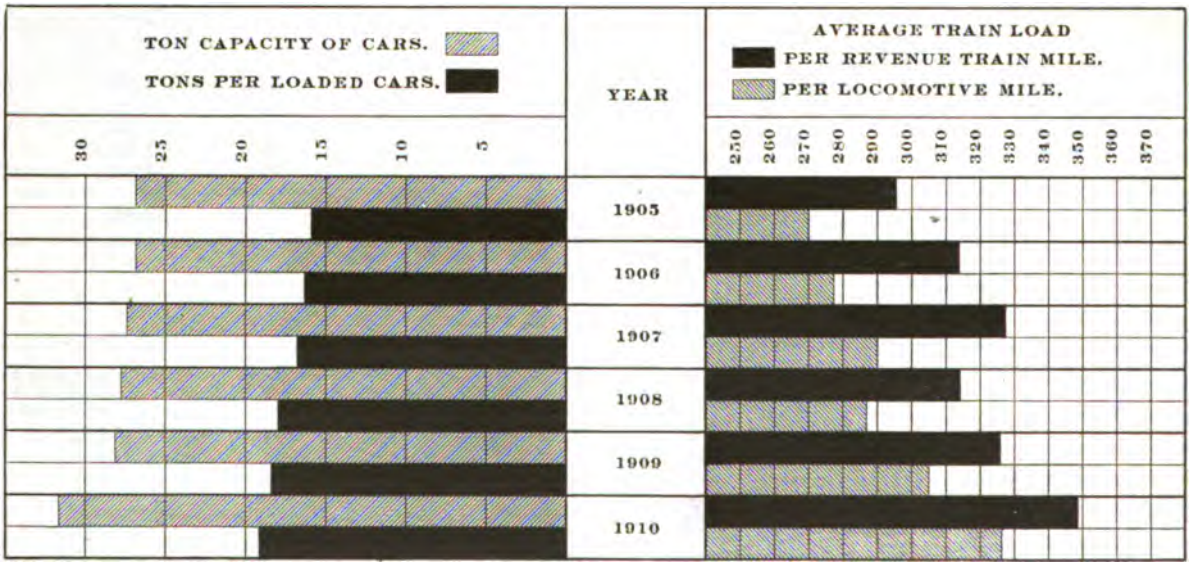
FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OVER THE YEAR ENDED JUNE 30, 1905, IN MILES RUN BY LOCOMOTIVES IN FREIGHT TRAIN SERVICE, REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS, NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE AND NUMBER OF TONS OF COMPANY FREIGHT CARRIED ONE MILE.



FREIGHT LOCOMOTIVE MILES.
FREIGHT CAR MILES.
REVENUE FREIGHT TRAIN MILES.
TON MILES REVENUE FREIGHT.
TON MILES COMPANY FREIGHT.

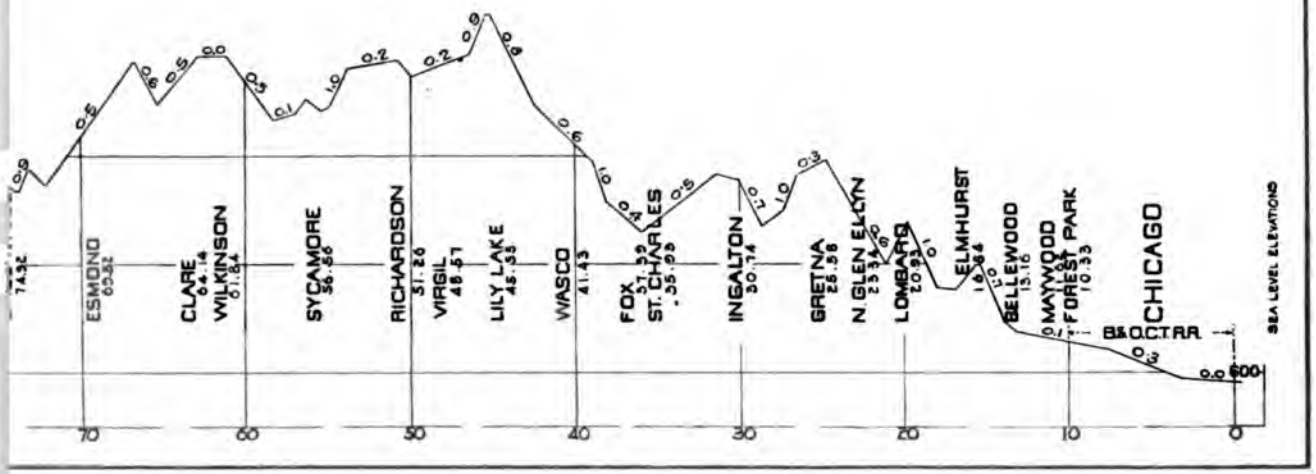
AVERAGE TRAIN, LOCOMOTIVE AND CARLOAD—ALL FREIGHT



CHICAGO GREAT WESTERN

CONDENSED PROFILE
CHICAGO TO OELWEIN

JUNE 30 1910

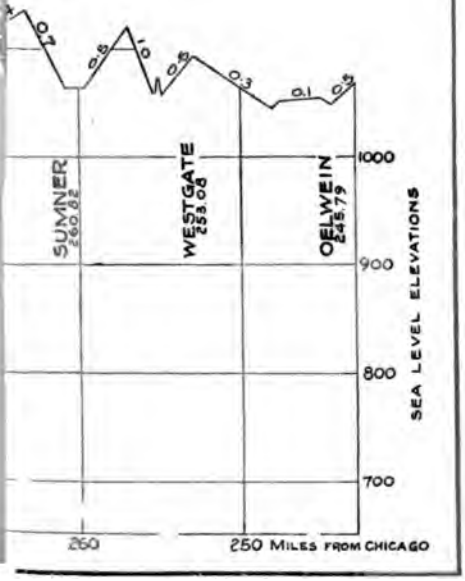


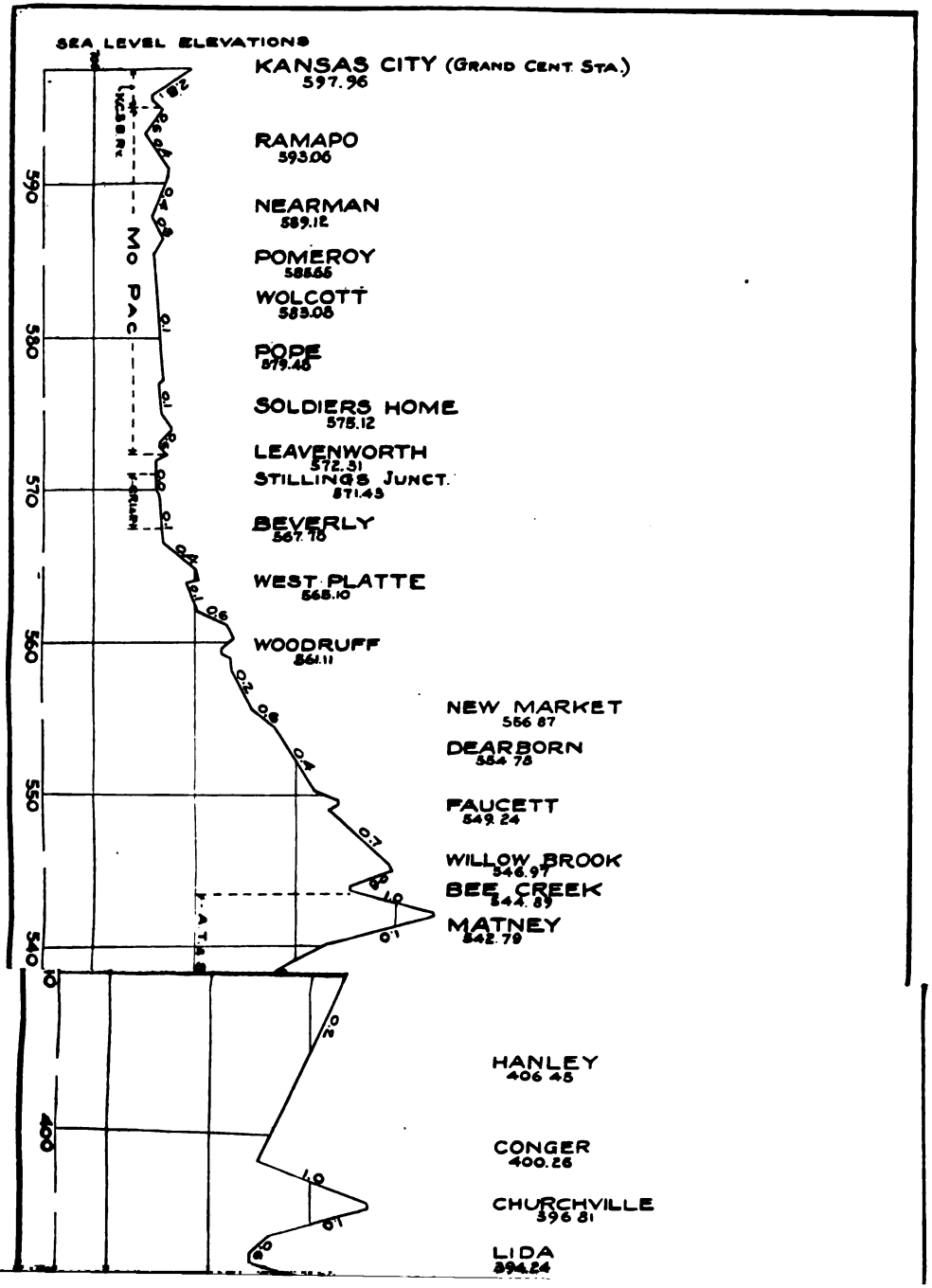
GO GREAT WESTERN

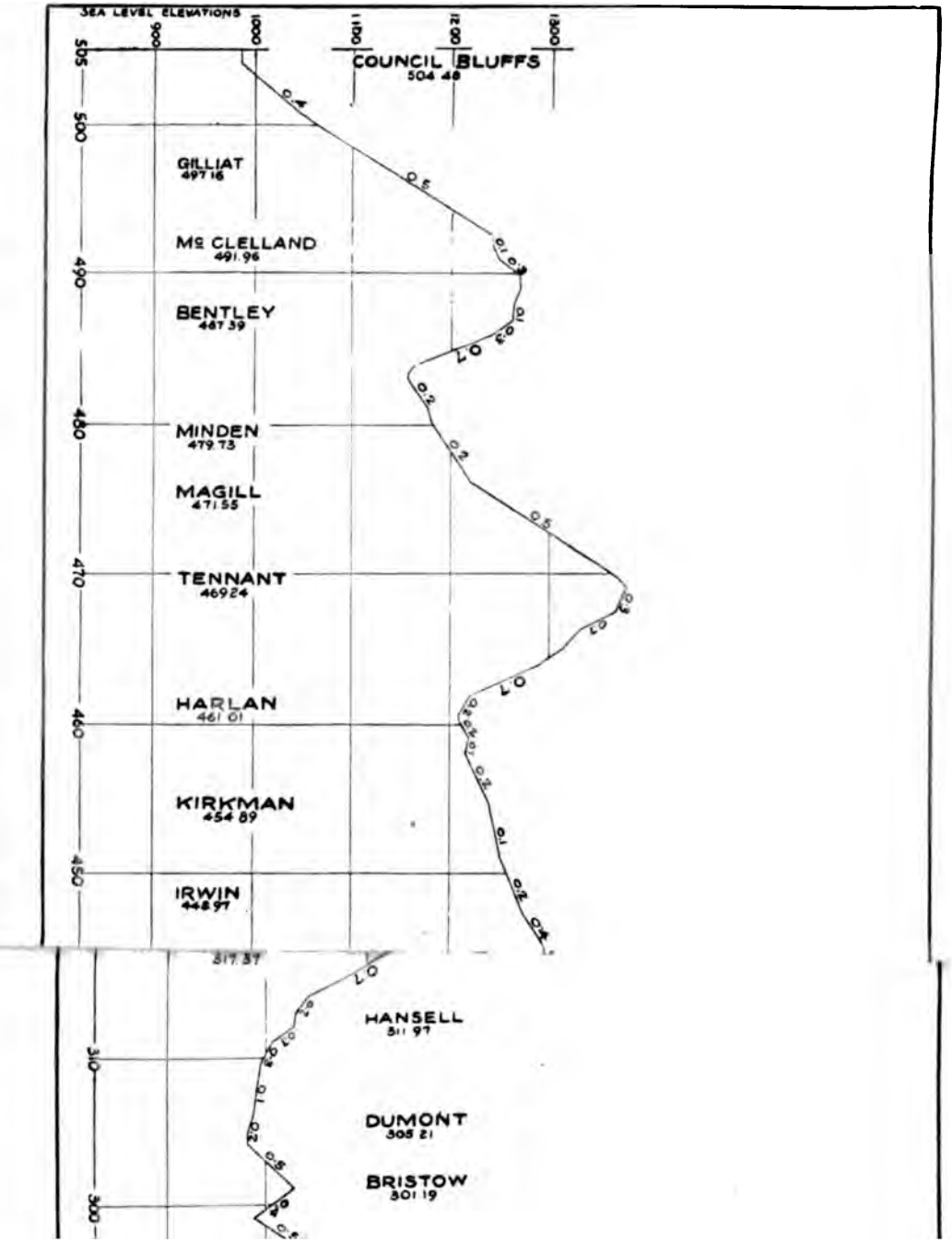
NDENSED PROFILE

IN TO MINNEAPOLIS

JUNE 30 1910




SEA LEVEL ELEVATIONS
KANSAS CITY (GRAND CENT. STA.)
597.96
RAMAPO
593.06
NEARMAN
589.12
POMEROY
588.66
WOLCOTT
583.08
POPE
579.46
SOLDIERS HOME
575.12
LEAVENWORTH
572.31
STILLINGS JUNCT.
571.43
BEVERLY
567.76
WEST PLATTE
565.10
WOODRUFF
561.11
NEW MARKET
556.87
DEARBORN
554.78
FAUCETT
549.24
WILLOW BROOK
546.97
BEE CREEK
544.89
MATNEY
542.79
HANLEY
406.45
CONGER
400.26
CHURCHVILLE
396.81
LIDA
394.24
MO PAC
LINCOLN
PLATTE
590
580
570
560
550
540
400


SEA LEVEL ELEVATIONS
COUNCIL BLUFFS
504.48
GILLIAT
497.16
Mc CLELLAND
491.96
BENTLEY
487.39
MINDEN
479.73
MAGILL
471.55
TENNANT
469.24
HARLAN
461.01
KIRKMAN
454.89
IRWIN
448.97
317.37
HANSELL
311.97
DUMONT
305.21
BRISTOW
301.19
500
490
480
470
460
450
310
300

Leland Stanford Jr.
DEC 6 1917

SECOND ANNUAL REPORT

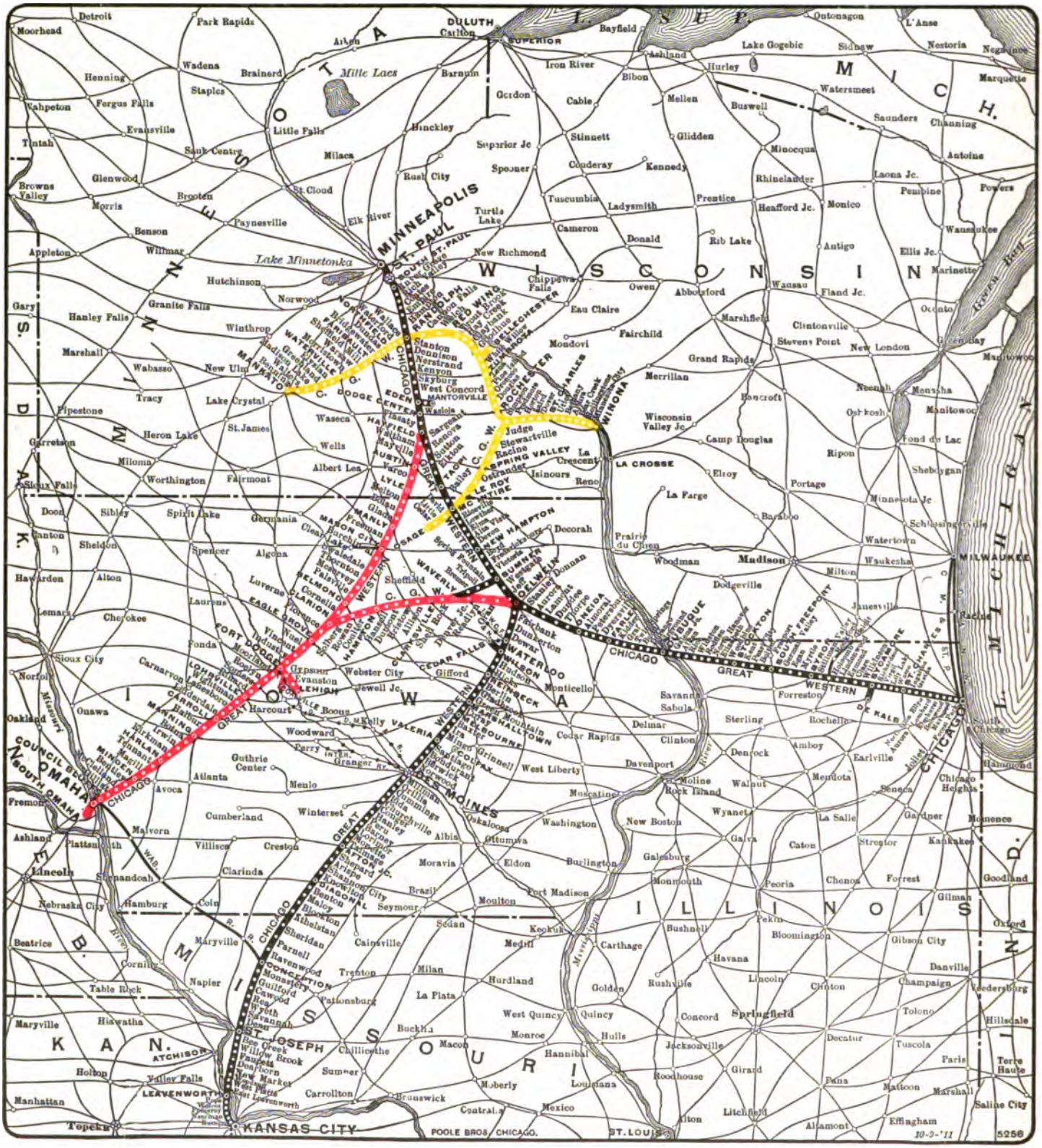
OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1911

CHICAGO, 1911



CHICAGO GREAT WESTERN RAILROAD
MASON CITY & FORT DODGE RAILROAD
WISCONSIN, MINNESOTA & PACIFIC RAILROAD

SECOND ANNUAL REPORT

OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1911

CHICAGO, 1911

BOARD OF DIRECTORS

		Term Expires
C. H. CONOVER	CHICAGO	1911
CLYDE M. CARR	CHICAGO	1911
A. A. SPRAGUE II	CHICAGO	1911
JAMES S. BELL	MINNEAPOLIS	1912
A. H. GILLARD	NEW YORK	1912
JOHN A. SPOOR	CHICAGO	1912
F. WEYERHAEUSER	ST. PAUL	1913
E. F. SWINNEY	KANSAS CITY	1913
SAMUEL M. FELTON	CHICAGO	1914
CHARLES STEELE	NEW YORK	1914
JOHN R. MORRON	CHICAGO	1914

OFFICERS

SAMUEL M. FELTON	PRESIDENT
JOSEPH W. BLABON	VICE-PRESIDENT
JOHN BARTON PAYNE	GENERAL COUNSEL
J. F. COYKENDALL	SECRETARY AND TREASURER
CON. F. KREBS	AUDITOR
HIRAM J. SLIFER	GENERAL MANAGER
L. C. FRITCH	CHIEF ENGINEER
J. G. NEUFFER	SUPERINTENDENT OF MOTIVE POWER
G. O. SOMERS	GENERAL FREIGHT AGENT
A. L. CRAIG	GENERAL PASSENGER AGENT

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1911

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their second report for the year ending June 30, 1911; the first report being for the ten months ending June 30, 1910. For the sake of comparison, the results of the operation under the Receivers for July and August, 1909, are included so as to make the full twelve months ending June 30, 1910.

PROPERTIES AND MILEAGE.

The transportation lines of the system on June 30, 1911, were as follows:

	MILES OF MAIN AND BRANCH LINES.		Miles of Side Track.	Total Miles All Tracks.
	First Main Track.	Second Main Track.		
Owned directly by the Company	750.20	57.43	353.45	1,161.08
Controlled by ownership of all stock and as lessee of the following lines:				
Mason City & Ft. Dodge Railroad	378.13	1.04	103.88	483.05
Wisconsin, Minnesota & Pacific Railroad	277.43		39.08	316.51
De Kalb & Great Western Railway	5.81		2.14	7.95
Total mileage owned and controlled	1,411.57	58.47	498.55	1,968.59
Trackage rights leased from other companies	84.65	46.90	45.44	176.99
Total mileage owned and operated on June 30, 1911	1,496.22	105.37	543.99	2,145.58
Total mileage owned and operated on June 30, 1910	1,487.19	114.68	512.49	2,114.36

Details of the mileage are shown in Exhibit No. 1, page 22, of this report.

As mentioned in the report for last year, the temporary arrangement for trackage over the Chicago, Burlington & Quincy Railroad between Beverly and Kansas City, Mo., on the east side of the Missouri River was cancelled on August 1, 1910. In lieu of this temporary arrangement a permanent contract was effected with the Missouri Pacific Railway Company for trackage rights over that company's line between Leavenworth and Kansas City.

On the same date your company acquired control of the property of the Leavenworth Terminal Railway & Bridge Co. by purchase of its entire capital stock.

This change and purchase have effected a shortening of upward of 7 miles in the distance between Kansas City and St. Joseph as compared with the distance under the old permanent contract for trackage rights over the Missouri Pacific Railway on the west side of the river.

During the year the tracks have been remeasured, and errors found in the previous records have been corrected. These and all other changes are set forth in detail in the following statement:

LOCATION AND NATURE OF CHANGES IN MAIN TRACKS	MILES
REDUCTIONS:	
In track owned by Chicago Great Western Railroad Co.:	
Forest Park to Galena Junction, Ill.	0.07
Bee Creek to Beverly, Mo.	0.07
Total reduction in track owned	0.14
In trackage rights:	
B. & O. C. T. R. R., Chicago to Forest Park, Ill.	0.01
I. C. R. R., Portage Curve to East Dubuque, Ill.	0.37
C. B. & Q. R. R., Beverly to Kansas City, Mo. (discontinued August 1, 1910)	26.74
K. C. S. Ry. at Kansas City, Mo. (discontinued August 1, 1910)	0.16
Total reduction trackage rights	27.28
Total reduction line operated	27.42
ADDITIONS:	
In track owned by Chicago Great Western Railroad Co.:	
Dubuque, Iowa, to St. Paul, Minn.	0.10
Oelwein, Iowa, to Des Moines, Iowa	0.19
In Leavenworth, Kan. (New connection constructed.)	0.10
In Kansas City, Kan. (Changed from side track to main track.)	0.47
In Kansas City, Mo. (Changed from side track to main track.)	0.53
Total additions to line owned	1.39
In track owned by controlled companies:	
Wisconsin, Minnesota and Pacific Railroad Co.:	
Bellechester Jct. to Bellechester, Minn. (New line constructed.)	6.43
Leavenworth Terminal Ry. & Bridge Co.:	
Stillings, Mo., to Leavenworth, Kan. (Acquired August 1, 1910.)	1.00
Total additions line owned by controlled companies	7.43
Trackage Rights:	
C. B. & Q. R. R., Galena Jct. to Portage Curve, Ill. (corrected by remeasurement)	0.37
C. R. I. & P. Ry., Beverly to Stillings, Mo. (account operating over Mo. Pac. Ry.)	3.59
L. D. & R. R. Co. at Leavenworth, Kan. (account operating over Mo. Pac. Ry.)	0.20
Un. Pac. R. R. at Leavenworth, Kan. (account operating over Mo. Pac. Ry.)	0.39
Mo. Pac. Ry., Leavenworth to Kansas City, Kan. (substituted for C. B. & Q. R. R. trackage, Beverly to Kansas City)	23.08
Total additions to trackage rights	27.63
Total additions to line operated	36.45
Net additions to line operated	9.03

INCOME.

The Income results for the year ended June 30, 1911, were as follows:

RAIL OPERATIONS:	
Operating revenues	$ 12,618,641.94
Operating expenses (not including taxes)	9,442,006.18
Net operating revenue	$ 3,176,635.76
OUTSIDE OPERATIONS, net surplus	1,394.03
Total net revenue	$ 3,178,029.79
TAXES	384,502.77
Operating income	$ 2,793,527.02
OTHER INCOME	141,038.72
Total income	$ 2,934,565.74
CHARGES:	
Interest on Chicago Great Western Railroad Company bonds	$ 824,500.07
Interest on Mason City & Ft. Dodge Railroad Company bonds	480,000.00
Interest on Wisconsin, Minnesota & Pacific Railroad Company bonds	232,440.00
Other interest	2,195.13
Rentals paid for tracks, yards and other facilities	621,663.64
Miscellaneous	5,859.32
Total charges	$ 2,166,658.16
Surplus	$ 767,907.58

For detailed and comparative statements of the Income, see Exhibits 2 and 3, on pages 23 and 24.

OPERATING REVENUE.

The Total Operating Revenue of the Company for the year amounted to $12,618,641.94, against $12,074,743.46 for the year 1910, an increase of $543,898.48, or 4.5%.

Reference is invited to Exhibit 13, showing the revenue for the seven years ended June 30, 1911, and the improvements therein during the last two years as compared with the years prior thereto.

Reference is invited also to the graphic chart on page 43, showing the rise and fall from month to month in the revenues from freight and passenger traffic, respectively, in the last two years.

In connection with the Revenue accounts the following facts may be briefly referred to here:

FREIGHT TRAFFIC:

The Freight Revenue for the year 1911 was $8,820,370.47; in the preceding year it was $8,540,590.53. The increase in the year 1911 is $279,779.94, or 3.28%.

This increase in Freight Revenue was derived mainly from Products of Agriculture, of which there was an increase of 186,035 tons, and upwards of $257,000 in the revenue; in Products of Forests (principally lumber), of which there was an increase of 16,600 tons, and an increase in revenue of $23,000; in Products of Mines, of which there was an increase of 185,663 tons, with an increased revenue of $59,000; in Manufactures, of which there was an increase of 43,517 tons, and an increase in revenue of $119,000; in Merchandise an increase of 32,849 tons, with an increase in revenue of upwards of $93,000. These increases in tonnage and revenue, however, were partly offset by decreased movement of Packing House Products, the tonnage of which was upwards of 90,000 tons less, and the revenue therefrom nearly $274,000 less, than in the preceding year.

The aggregate of the revenue tonnage carried during the past year was 5,023,079 tons, as compared with 4,623,102 tons in the previous year—the increased tonnage of 1911 being 399,977 tons.

The tons one mile of revenue freight rose from 1,189,185,332 in the year 1910 to 1,227,893,035 in 1911, an increase of 38,707,703, or 3.25%.

The revenue per ton per mile in the year 1911 was 7.18 mills, or substantially the same as in the preceding year.

The revenue per freight train mile in the year 1911 was $2.65 as compared with $2.17 in the preceding year, an increase of 22.12%.

PASSENGER TRAFFIC:

The revenue from passenger traffic during the past year was $2,844,470.45, which is $202,113.58, or 7.65%, more than that of the preceding year, the amount of which was $2,642,356.87.

Of this increase of $202,113 the major portion, namely, $189,000, was derived from strictly local short haul traffic, the increase in the number of passengers so carried as compared with the previous year being upwards of 245,000. This company's proportion of coupon ticket sales also increased $17,000; and in this company's proportion of ordinary coupon ticket sales by foreign roads there was an increase of $10,000, which, however, was more than offset by a decrease of $14,000 in the ticketing of immigrants over this company's line.

The number of passengers carried increased 252,686, the total number carried in 1911 being 2,651,371, against 2,398,685 carried in the previous year.

The revenue passengers carried one mile rose from 138,735,465 in the preceding year to 149,225,662 in the past year, an increase of 10,490,197, or 7.56%.

The revenue per passenger mile for the year 1911 was 1.906 cents as compared with 1.905 cents for the preceding year.

The passenger revenue per passenger train mile increased from 84 cents in the year 1910 to 92 cents in the past year, an increase of 9.52%.

The revenue from all passenger train service (including passengers carried, mail, express, etc.), per passenger train mile increased from $1.05 in the year 1910 to $1.15 in the past year, or 9.52%; and this result has been accomplished notwithstanding a decrease in passenger train miles of 57,837, or 1.83%.

MAIL REVENUE:

In the case of Mail Revenue there is a decrease in the year 1911, as compared with the preceding year, of $1,873.33. This is explained by the fact that, after the transfer of this company's trains from the tracks of the Missouri Pacific Railway between Leavenworth and Kansas City to those of the Chicago, Burlington & Quincy Railroad between Beverly and Kansas City, the Post Office Department reduced this company's compensation for carrying the mails to and from Kansas City.

EXPRESS REVENUE:

The revenue from this source for the year 1911 was $325,000.00 as compared with $293,417.70 for the previous year, an increase of $31,582.30, or 10.76%. This is due to a more favorable contract with the Express Company which became operative on the 1st of December, 1909, and under which the company is entitled to receive a further increase of $25,000 per annum from the 1st of December, 1911.

SWITCHING AND CAR SERVICE REVENUE:

The Switching Revenue during the year 1911 was $141,899.44 as compared with $140,087.24 for the previous year, an increase of $1,812.20, or 1.29%.

The revenue from Car Service for the year 1911 was $36,670.99, as compared with $36,364.80 for the previous year, an increase of $306.19, or .84%.

RECONSTRUCTION AND MAINTENANCE OF WAY AND STRUCTURES.

The reconstruction of the line has been vigorously continued during the present year.

The work on track and roadbed for the year ending June 30th is given below:

Ballast:	
Miles of track reballasted with gravel	56.16
Miles of track reballasted with rock	2.09
Miles of track reballasted with other material	14.36
Total miles of track reballasted	72.61
Bridges, Trestles and Culverts:	
Lineal feet of bridges, trestles and culverts rebuilt or replaced	7,387.6
Roadbed:	
Miles of roadbed widened and grades rectified	49.39
Miles of ditching for roadbed drainage (track miles)	18.58
Number of cuts widened	67
Cubic yards of material moved	50,100
Miles of right of way fencing rebuilt (track miles)	22.25
Rails:	
Miles of track relaid with new 85-lb. steel rail	64.49
Miles of track relaid with 75-lb. relaying steel rail	148.08
Total miles of track relaid	212.57
Cross Ties put in Track:	
Total number treated cross ties	342,713
Total number untreated cross ties	507,764
Total number of cross ties put in track	850,477
Equal to miles of continuous track	294.28
Tie Plates and Rail Joints:	
Total number of new tie plates	32,432
Equal to miles of continuous track	5.62
Total number of new rail joints	84,416
Equal to miles of continuous track	265.59

See Exhibits Nos. 15 to 21, inclusive, pages 36 and 37, describing the physical characteristics and condition of the property on June 30, 1911. See also pages 8, 9 and 10 in respect to additions, grade changes, etc.

RECONSTRUCTION AND MAINTENANCE OF EQUIPMENT.

As stated in the last annual report, the equipment acquired by the company on September 1, 1909, required extensive repairs and general rehabilitation to make it equal to the needs of efficient and economical operation of the property.

The rehabilitation has been continued throughout the year. The increase in equipment in good order on June 30th, 1911, as compared with the previous year, is 20 locomotives, 675 freight cars, 28 passenger cars.

During the last year 6 more of the Prairie type engines were converted into Pacific type engines by lengthening their boilers and substituting four-wheel trucks, in place of two-wheel trucks, under the front end.

Three of the Prairie type engines were combined with 3 Mallet extension units.

Twenty-one Prairie type freight engines which were formerly equipped with various types of compound cylinders and which had reached a condition which practically required replacement, were changed to Simple type engines by changing the cylinders, attaching superheaters, and reducing their steam pressure from 200 pounds to 150 pounds per square inch; making them much more efficient engines for the requirements of this company, and such as will cost considerably less for maintenance, than the high-pressure compound type as originally built.

In addition to the Prairie type engines thus converted there were in service on June 30, 1910, four Consolidation engines with compound cylinders, which had reached a condition requiring renewal. The compound cylinders of these four engines also were replaced with simple cylinders. The front trucks were removed and the front ends shortened, converting the engines into heavy switching engines for service at important terminals, where it is necessary to handle heavier trains than formerly, because of the increased capacity of new locomotives put into service during the year.

In addition to the conversions previously mentioned 20 Consolidation engines, which were adopted as standard, were received during the year. These engines have simple cylinders, weigh 198,850 lbs. on their drivers and have a tractive power of 46,630 lbs.

In the last annual report it was stated that 10 Mallet locomotives of special design had been ordered for freight service on the Eastern Division for the purpose of handling the traffic on the 1% grades between Oelwein and Stockton. These 10 Mallet engines have been received and put into service during the year. Their weight is 307,000 lbs. on the drivers, and their tractive power is 81,175 lbs. They haul over the 1% grades between Oelwein and Stockton the same trains which will be handled by the Consolidation engines over the .7% grades between Stockton and Chicago.

In addition to the 10 new Mallet and 20 new Consolidation locomotives received during the year, as previously stated, there were also received during the year 6 10-wheel passenger locomotives and 10 switching locomotives.

In addition to the locomotives sold and converted, 15 unserviceable passenger-train cars and 1532 freight cars were sold. Two locomotives and 412 freight cars were torn down and scrapped.

To take the place in part of the old equipment thus disposed of there were purchased and received during the year the following:

6 Steel baggage cars.
10 Steel passenger cars (8 chair cars and 2 combination passenger and smoking cars).
2 Steel club cars.
5 60-foot steel passenger cars (standard day coaches).
200 Metal underframe box cars.
200 Metal underframe refrigerator cars.
200 Steel gondolas.
200 Wooden gondolas.
105 Flat cars.

Also,

3 200-horse power McKeen gasoline motor cars and one trailer.
1 Locomotive crane with magnetic loader.
1 Locomotive crane with clamshell loader.
2 Russell snow plows.
5 Hart convertible cars.

During the year 176 locomotives received heavy repairs or were rebuilt and 46 received light repairs. The average expenditure or cost for heavy repairs and rebuilding for these locomotives was $2,800.64, and the average cost of light repairs was $433.86.

The average mileage per serviceable engine during the year was 32,630.

In the case of passenger train cars 77 cars received heavy repairs or were rebuilt and 52 received light repairs. The average expenditure or cost for heavy repairs and rebuilding of these cars was $1,716.63, and the average cost of light repairs was $200.29.

In the case of freight train cars 24,449 cars received heavy repairs or were rebuilt and 86,339 cars received light repairs.

The changes in the equipment between July 1, 1910, and June 30, 1911, were as follows:

	DEDUCTIONS.		ADDITIONS.	
	Sold or Destroyed.	Transferred to Other Classes.	Purchased.	Transferred from Other Classes.
Locomotives	28	49	46	49
Motor cars (3) Trailer (1)			4	
Baggage cars			6	
Baggage and Mail cars	2			
Baggage and Passenger cars	3			
Baggage, Mail and Passenger cars	2			
Chair cars			8	
Club cars			2	
Passenger coaches	8		5	
Passenger and Smoking cars			2	
Automobile cars	3			20
Box cars	1,848	19	200	1
Caboose cars	1			
Flat cars	9	3	105	
Furniture cars	31			
Gondola cars	39		400	
Refrigerator cars	12		200	
Stock cars	3			
Ballast plows				
Ballast cars	1			6
Ballast and Distributing cars		9		
Boarding cars	2			1
Cinder cars	5			
Derricks		2		
Hart Convertible cars			5	
Locomotive Crane and Clamshell			1	
Locomotive Crane and Magnetic Loader			1	
Miscellaneous cars		1		
Snow plows			2	
Spreaders				3
Scale Testing car				1
Wrecking Cranes				2

The number and capacity of locomotives and cars in service June 30, 1911, and June 30, 1910, respectively, were as follows:

	On June 30, 1911.	On June 30, 1910.	Increase.	Decrease.	Percent.
Locomotives	318	300	18		6.00
Total weight, excluding tenders (tons)	26,084.15	22,035.20	4,048.95		18.37
Total weight on drivers (tons)	20,817.25	17,039.80	3,777.45		22.17
Total tractive power (tons)	4,716.12	3,933.40	782.72		19.89
Passenger train cars	184	176	8		4.54
Total seating capacity	8,725	7,694	1,031		13.40
Freight train cars (including cabooses)	11,557	12,599		1,042	8.27
Total capacity (tons), (excluding cabooses)	376,625	387,460		10,835	2.79
Average capacity (tons), (excluding cabooses)	33.02	31.13	1.89		6.07
Road service cars	702	700	2		.28

The apparent decrease in the number of freight equipment cars is caused by the fact that the old unserviceable cars taken over from the Receivers, which were included in the equipment inventory of September, 1909, had not all been disposed of during the year 1910, but were replaced in anticipation by new equipment bought during that year and referred to in the last report.

The total number of freight train cars on hand June 30, 1911, was 11,557, while on September 1, 1909, the total number was 10,839.

TRANSPORTATION EXPENSES.

A comparison of the Transportation Expenses for the year 1911, with those for the year 1910, reflects a decrease of $67,719.90. There were substantial increases in the expenses for station agents, clerks and laborers, due partly to increased wages paid to this class of employes, and partly to increase in traffic; in the payments to other companies on account of operating expenses in joint yards and terminals at Chicago, St. Paul and Minneapolis; in telegraph and telephone operation, due mainly to increases in pay of telegraphers; in the expenses for stationery and printing, due mainly to increased requirements of tickets, bills of lading, way-bills and other things for the increased traffic; and in damage to property, due principally to fire claims accrued in the autumn of 1909, which were settled during this year.

The increases in the foregoing accounts were offset by reductions in train mileage which were effected by the introduction of more efficient power.

As indicative of improved efficiency of transportation service, it may be pointed out that the number of passengers carried one mile increased 10,490,197, with an increase in revenue therefrom of $202,113, while the miles run with passenger trains decreased 57,837; that the tons of revenue freight carried increased 399,977, with an increase in revenue of $279,779, while the miles run with freight trains decreased 611,507.

Under ordinary conditions, these results would produce substantial returns in the way of net earnings; but the increase in wages, taxes and expenses of various kinds necessary to meet the requirements of new laws enacted, both State and National, absorb the result of such economies about as fast as they are secured.

The expense for fuel during the year was $1,448,059.21, against $1,424,090.80 in the preceding year, an increase of $23,968.41, or 1.68%.

In addition to the increases in wages granted to station agents, clerks and laborers, and to telegraph operators, above referred to, further increases approximating 10% have been granted during the year to locomotive engineers and to conductors and brakemen.

PAYMENTS FOR JOINT FACILITIES AND EQUIPMENT.

As stated in the report of last year, there is a constant tendency toward increased rentals payable to other railroad companies for trackage and other facilities. For the year 1911, the payments for such rentals increased in the net over $30,000. Among the increased rentals there were $47,520 paid for use of terminals at Chicago; $4,570 for terminals at Des Moines, and $9,911 between Minneapolis and St. Paul. These increases, however, were reduced by decreases in the payments for track rentals between St. Joseph and Kansas City (as a result of the contract entered into with the Missouri Pacific Railway Company in August, 1910, previously referred to in this report); a decrease of $3,034 in the payments to the Dunleith & Dubuque Bridge Company on account of taxes, and upwards of $6,600 in the payment of sundry other rentals.

As indicated in the report for last year, the payments in excess of receipts on account of hire of equipment amounted to $145,193.11. Adding to this amount the net payments in July and August, 1909 (the last two months of the Receivership), brings the excess payment for the year 1910 up to $173,143.72. For the year 1911, the excess was in favor of this company to the amount of $26,127.47, making a net gain of $199,271.19, which again reflects the improvement in the condition of our cars and improved efficiency in the handling thereof.

IMPROVEMENTS.

NEW TERMINALS:

The new division terminal established at East Stockton, Illinois, a point approximately midway between Chicago, Ill., and Oelwein, Iowa, on the Eastern Division, which was described in the last annual report, was placed in operation January 15, 1911.

The facilities at this terminal are being completed by the addition of five stalls to the round-house; the addition of a 100-ton bin to the concrete Link-Belt coaling station, making its total capacity 200 tons; the construction of a new water supply station consisting of deep wells and a modern water treating plant, and the addition of a dining and reading room to the rest house for the accommodation of employes.

The division terminal at Fair Grounds (Dubuque), Iowa, was abandoned on the opening of the East Stockton Terminal. The buildings at that point were removed.

The new terminal facilities established at Conception, Missouri, on the Southern Division, which were described in the previous year's report as being in process of construction, have been completed and were put in service on May 3, 1911.

The establishment of this new terminal divides the line between Des Moines, Iowa, and Kansas City, Missouri, into two engine districts,—from Des Moines to Conception, 120 miles, and from Conception to Kansas City, 100 miles, resulting in the abandonment of the division terminal at St. Joseph, Missouri.

REVISION OF GRADES:

The plan of grade revision between Stockton, Illinois, and Chicago, on the Eastern Division, which was fully described in the last annual report, is being carried out. During the year the minor pieces of work, consisting of small changes, have been made, and at the close of the year the following sections have been completed:

Job No.	LOCATION.	Distance in Feet of Change.
1	Elmhurst	15,900
2	East of Lombard	1,800
3	East of Lombard	1,700
9	Lily Lake	16,200
10	Lily Lake to Virgil	2,000
16	East of Myrtle	6,400
23-A	Kent to Stockton	25,700
	Total	69,700=13.20 miles

The work remaining to be completed, which it is contemplated to carry out during the ensuing year, covers 24 pieces of work and a total length of 141,600 feet, or 26.82 miles.

ADDITIONAL SECOND MAIN TRACK:

The additional second main track work in progress at the close of the last fiscal year has been completed and put in operation. This work embraces the new additional main track from Stanley to Aurora, a distance of 4.454 miles, which gives a continuous double track of 10.67 miles, from Oelwein to Aurora; from Stockton to Kent, a distance of 5.52 miles, and from Forest Park to Elmhurst, a distance of 6.73 miles, giving continuous double track from Chicago to Elmhurst, a distance of 17.11 miles. The extension of .245 miles of second main track at South St. Paul and the increase of .270 miles by correction of errors in the record discovered by rechaining of the line makes the total additions to the second main track during the year 17.219 miles.

During the year the use by the Chicago Great Western of 26.53 miles of Chicago, Burlington & Quincy track, between Beverly and Kansas City, was discontinued, which effected a corresponding reduction in second main track mileage. Thus there has been a net reduction of 9.311 miles in the second main track mileage, which, on June 30, 1911, is 105.367 miles.

ADDITIONAL SIDE TRACKS:

The additional side track facilities on the Eastern Division, made necessary to accommodate the longer freight trains due to increased capacity of locomotives, which were described in the last annual report, have all been completed.

The policy of relaying side tracks with 75-pound relieved rail to replace rail of light section has been carried out on all divisions where large capacity locomotives are in operation.

AUTOMATIC BLOCK SIGNALS:

The new electric automatic block signal installation between Chicago and Oelwein, Iowa, which was in process of construction at the close of the last fiscal year, was fully completed and placed in operation on the entire Eastern Division on March 17, 1911.

This signal installation, which is of the most modern and complete type, affords protection to trains on both single and double track, and has increased the efficiency and safety of train operation and resulted in economy by the reduction of a number of telegraph or train-order stations on this division. This saving should be sufficient to cover the cost of operation and maintenance of the signal system.

The installation of an electric automatic block signal system, similar to that installed on the Eastern Division is in process of construction between St. Paul and Randolph, Minn., a distance of thirty miles, on the Northern Division. That part of the line has a large number of passenger train movements, and the character of the alignment involves much curvature, making the protection afforded by the signal system desirable.

NEW COALING STATIONS:

The plan of installing modern coaling stations equipped with scales in order to accurately determine coal consumption by locomotives, is being consistently carried out.

The coaling station at the Chicago Terminal is being rebuilt and equipped with scales.

The new 100-ton concrete coaling station at East Stockton, Illinois, has been completed and an additional bin of 100 tons capacity is now being erected.

A new 150-ton steel coaling station at Graf, Iowa, has been completed.

A new 100-ton steel coaling station at Sycamore, Illinois, and a 300-ton steel coaling station at Oelwein, Iowa, are now in process of erection. The completion of these coaling stations will provide means on the entire Eastern Division of accurately weighing all coal delivered to locomotives.

On the Southern Division new 100-ton frame mechanical coaling stations are being erected at Talmage and Marshalltown, Iowa, and a 150-ton frame mechanical plant at South Des Moines, Iowa.

The present 200-ton frame coaling station at Blockton, Iowa, will be dismantled and two 75-ton frame mechanical stations erected from the material, one being placed at Conception and one at St. Joseph, Missouri.

The station at Kansas City is being remodelled and equipped with scales.

With the completion of these plants the entire Southern Division will be equipped with coaling stations provided with scales.

The same policy will be followed on the Northern and Western Divisions, thus equipping the entire system.

It is confidently expected that a saving of at least ten per cent in the cost of locomotive fuel will result from the accurate determination of the weight of fuel delivered to locomotives.

The cost of handling coal at fuel stations by the use of mechanical conveying machinery and self-cleaning cars has reduced the cost from 10 and 15 cents, to 2 cents per ton.

SHOP MACHINERY:

New machinery installed in the Company's principal shops at Oelwein, Iowa, during the year:

1 2700-pound Steam Hammer.
1 5000-pound Steam Hammer.
1 Furnace for 5,000-pound Steam Hammer.
1 7-ton Walking Gib Crane.
1 14-foot Heavy Rolls.
2 Small Punch and Shears.
1 Air Compressor.
1 Water Pump.
1 Gyrating Furnace.
Heavy Motor-driven Alligator Shears.
1 Triple Testing Rack for Air Brake Equipment.
1 Stay-bolt Nipper.
1 Key Seating Machine.
1 Morton Heavy Duty 48-inch draw cut Shaper.
1 Bental and Margedet Co. 6-spindle Horizontal Boring Machine.
1 Bental and Margedet Co. Heavy Car Gainer.
1 Bental and Margedet Co. Heavy Shaper—Double Head.
1 Bental and Margedet Co. Heavy Hollow Mortiser.
1 Bental and Margedet Co. Heavy Planer—Four Sides.
1 12x36 Universal Tool and Cutter Grinder.
1 Niles, Bement, Pond Co., Motor-driven Heavy Horizontal Boring Mill.
1 Babbitt Furnace (Material Draft).
Boiler Shop Crane equipped with Traveling Motor, Shaft and Gearing.

During the year, in addition to providing heavier locomotives, reducing grades, changing engine runs, constructing modern coaling stations, and making other similar improvements looking to increased economy in operation, there have been many smaller economies inaugurated, among them the introduction of gasoline hand cars for the use of trackmen.

On the Western Division there were 59 sections, requiring 59 foremen and an average of 339 track laborers during the working season. By the introduction of gasoline cars, the sections were reduced to 37, and the laborers to 287, making a saving of $1,210 in section foremen and $2,366 in track laborers, or a total of $3,576 per month in track forces, without, in any way, impairing efficiency. The cost of the motor cars necessary to make this change amounted to $5,775. Their operation, including repairs and supplies of all kinds, amounts to $191 per month. These cars are being introduced on the balance of the line, the Northern Division and branches and Southern Division having been recently equipped.

In addition to this, gasoline motor cars have been substituted for hand cars for use of men engaged in the repairs and maintenance of bridges, signals, telegraph and telephone lines, resulting in decided economy and improvement in the prompt assembling of forces in times of emergency.

Three passenger motor cars, built of steel, were placed in service during the year where steam trains were operated at a loss. These cars are seventy feet in length, are self-propelling, have engines of 200 H. P., and accommodate sixty passengers, together with having facilities for baggage, express and mail. They enable the Company to furnish accommodations to the traveling public at points where otherwise it would be impossible, owing to the expense of operating ordinary trains.

The saving secured by the installation of twenty-three new tools in the shops, at a cost of $28,700, amounts to $9,700 per annum in wages alone.

On the Eastern Division, between Chicago and Oelwein, the line has been equipped with telephones for use in dispatching trains. Their use results in a decided economy and a much higher degree of efficiency in train movement.

In addition to this, in order to take care of business at points where the traffic does not justify the employment of a telegraph operator, the telegraphone, which is a specially designed telephone by which telephone communication may be established on a telegraph wire without interference with the regular telegraph service, has been installed. These instruments afford a superior means of communication, relieve over-burdened telegraph wires at small expense and offer an entirely satisfactory substitute for telegraph service. They can be installed on cabooses of work trains, freight trains and passenger trains, enabling the train crew to communicate with the dispatcher from any point on the line; so that in case of accident or emergency the dispatcher can be advised at once, resulting in a great saving in time and often in the prevention of accidents. This service has now been established between St. Paul, Randolph and Red Wing, and Devon and New Hampton on the Northern Division, and between Clarion, Hampton, Oelwein and Fort Dodge, and Hayfield and Austin on the Western Division.

CAPITAL ISSUES.

There have been no changes during the year in the amounts of the company's common and preferred stocks authorized and outstanding.

FUNDED DEBT.

The following is a statement of the funded debt of the Company and its Proprietary Lines on June 30, 1911:

	Issued and Outstanding.	Miles of Line Owned.	Funded Debt Per Mile.
Chicago Great Western R. R. Co., First Mortgage	$22,500,000.00	750.20	$30,658.49
Chicago Great Western R. R. Co., Minneapolis Terminal Mortgage	500,000.00		
Mason City and Fort Dodge R. R. Co.	12,000,000.00	378.13	31,735.12
Wisconsin, Minnesota and Pacific R. R. Co.	6,232,000.00	277.43	22,463.32
Total for System	$41,232,000.00	1,405.76	$29,330.75

In considering the funded debt, which is moderate, it should be borne in mind that the mortgages are secured in part by valuable leaseholds of long tenure. The aggregate rentals paid during the twelve months ended June 30, 1911, for the properties of other Companies necessary for terminal facilities and to connect up various parts of the lines of the Company, amounted to $621,663.64. At 5% per annum, this amount would pay interest on an investment of $12,433,273, which would be wholly inadequate to provide independently owned facilities.

The largest and most valuable facilities rented from other companies are as follows:

Chicago terminals, covered by contract which expires July 1, 1995, including the Grand Central Passenger Station, located at Fifth Avenue and Harrison Street, affording modern and commodious depot facilities for the Company's passenger traffic; double tracks from the passenger station to Forest Park, a distance of 10.33 miles; side tracks reaching a large number of important industries; trackage connections for interchange of business with all railroads entering Chicago; a freight house used exclusively by the Chicago Great Western Railroad Company, which is a modern four-story, fire-proof structure, with a floor area of 176,896 square feet, and located on the Chicago River, with dock facilities for interchange of business with water lines; use of round house facilities for the Company's passenger locomotives; use of coach yard and trackage; exclusive use of team track facilities at Twelfth Street; exclusive use of ground for round house for freight locomotives at Forty-sixth Avenue and for freight yard at Forty-eighth Avenue, embracing an area of 40.7 acres; trackage to Union Stock Yards, and other facilities and privileges which are valuable. The ground area occupied by the Chicago Great Western Railroad Company solely under this contract is 42.6 acres. The passenger station and freight house are very favorably located, being within one block of the business center of the city, embracing the so-called "Loop District."

Trackage between Portage Curve, Illinois, and Dubuque, Iowa, including a bridge over the Mississippi River 1,565 feet in length, the total distance being 13.84 miles, of which 13.12 miles are double tracked, covered by contracts running during the corporate existence of the Chicago Great Western Railroad Company.

Trackage between Minneapolis and St. Paul, Minnesota, a distance of 9.92 miles of four main tracks, covered by a contract which expires November 30, 1919, with extension privileges.

Trackage of 2.23 miles and passenger station at Des Moines, Iowa, under a contract, the final terms of which are under negotiation.

Trackage between St. Joseph and Bee Creek, Missouri, a distance of 7.66 miles, under a contract which expires January 1, 1985.

Trackage between Leavenworth, Kansas, and Kansas City, Missouri, a total distance of 26.02 miles, under a contract which expires August 1, 2009. This trackage affords connection with the important freight terminals and elevator property at Kansas City owned by the Company, with the passenger terminals now occupied, and with the future new Union Passenger Station.

Trackage between Council Bluffs, Iowa, and South Omaha, Nebraska, a distance of 8.12 miles of double track, including bridge over the Missouri River 1,750 feet in length, and Union Passenger Station at Omaha. These facilities give access to the important live stock and packing house industries of South Omaha, to the Company's freight yards in Omaha, and to the Omaha Grain Terminals and Independent Elevator Company controlled by this Company. These rights run in perpetuity and are held under a court decree.

See Exhibit No. 9 for description of security for funded debt.

PROPRIETARY COMPANIES.

The Chicago Great Western Railroad holds or controls interests in proprietary companies as shown in Exhibits Nos. 7 and 8.

A brief description of each of the properties thus controlled, and of the capitalization thereof, as of June 30, 1910, was given in the annual report of last year; and as to those properties there has been no change during the past year. But, in addition thereto, the Chicago Great Western Railroad Company on July 18, 1910, acquired control of the Leavenworth Terminal Railway & Bridge Co., by purchase of that Company's entire capital stock.

The Leavenworth Terminal Railway & Bridge Co. was incorporated February 29, 1892, and it owns the bridge over the Missouri River between Stillings, Mo., and Leavenworth, Kas., together with approaches and connecting tracks at Stillings and Leavenworth, as also other tracks and facilities at Leavenworth. Its total capital stock, authorized and outstanding, is $600,000. Its bonded indebtedness is $600,000, secured by a first mortgage of the company's entire property to the Central Trust Co. of New York, trustees, dated January 1, 1893, and running to January 1, 1923, the interest thereon being at the rate of 5% per annum, payable semi-annually on January and July 1st. The trains of the C. B. & Q. and the C. R. I. & P. Railroads pass over the bridge under a contract dated March 14, 1892, and running for 30 years from that date, with the option of extending the term for 30 years more; each of those companies paying an annual rental of $16,000. The trains of the C. G. W. R. R. also pass over the bridge. The company derives some revenue from tolls from vehicles and pedestrians passing over the bridge.

Reference is invited to pages 41 and 42 for balance sheets as of June 30, 1911, and the Income and Profit and Loss accounts for the last year, of the following companies, to-wit:

St. Charles Hotel & Park Company,
Iowa Townsite Company,
Iowa Development Company, and
Leavenworth Terminal Railway & Bridge Company,

the entire capital stock of each of which is owned by the Chicago Great Western Railroad Company.

GENERAL REMARKS.

The Chicago Great Western Railroad, with its new facilities, furnished by the expenditure of moneys provided in the Plan of Reorganization, is now capable of handling fifty per cent more traffic than was handled prior to its reorganization. The plant at the present time is not worked to its capacity. With earnings fifty per cent greater than in 1909, or approximately $16,000,000, only the transportation expenses would be increased. The estimated cost of operation on these increased gross earnings would under existing conditions be $11,200,000, which would leave a surplus over and above all charges of $2,600,000.

With a revival of business and more general prosperity throughout the country, it is hoped the earnings may be increased at the rate of 7 per cent per annum. The increase for the past two years in face of adverse conditions existing has been at the average rate of 8.59 per cent per annum.

At the beginning of the fiscal year, the outlook for business was promising. Although the corn crop harvested in 1910 was the largest on record, the yield of other grains in the territory occupied by this Company's lines was not so satisfactory. There was a serious reduction in the spring wheat crop of Minnesota and North Dakota and the potato crop of Minnesota was also below the average. Notwithstanding these adverse influences, the business situation the first half of the year was good, and the Company's revenues showed a consistent and gratifying increase up to the first of February.

While at the present time the indications are that there will be a material curtailment in the yield of crops throughout the country generally, the reports show that the immediate territory occupied by your Company's lines has not been as seriously affected as some other sections of the country, and the harvest generally should average up well with last year. There will be a heavy reduction from early estimates in the crop of spring wheat and other grains in the Northwest and a partial failure of the potato crop in the Southwest. On the other hand, the potato crop in Minnesota should be better than in 1910.

The Chicago Great Western is fortunate in occupying what is perhaps the highest productive agricultural region of the Middle West; besides which, its main lines are on the direct route of traffic between the populous manufacturing districts of the East and the vast producing and consuming territories of the West, Northwest and Southwest. The situation assures to it a good share of through traffic, as well as the large business which naturally gravitates to the line from the section it directly serves.

The population of the six states traversed by the Company's lines, as given by the 1910 census, was 16,115,568; in 1900, 14,448,257, an increase of 1,667,311 or 11.54 per cent.

The census for 1910 shows the population in the 24 important cities and towns reached by and located upon the company's lines as 3,555,177, against 2,770,835 in 1900, or an increase of 28.31 per cent.

The section of the country served directly by the Chicago Great Western, while largely devoted to agriculture as heretofore stated, is of no small importance as a manufacturing district and is rapidly becoming more so. Chicago, with its environs, is too well known as a grain and live stock market and for its valuable manufactures to need extended comment. Minneapolis is the greatest flour milling center in the world, besides being a large primary wheat market. Kansas City, St. Joseph and Omaha are also important manufacturing and distributing points ranking high in their shipments of grain, live stock and the products of animals. Fort Dodge, Iowa, has large gypsum and clay product manufactures and Mason City and Des Moines are beginning to assume great importance in the production of cement.

The Chicago Great Western is the short line between the Twin Cities and Omaha. It is the shortest continuous line between Kansas City and St. Joseph, and St. Paul and Minneapolis, and it is the third shortest line between Chicago and the Twin Cities, being but 25 miles longer than the shortest line between Chicago and St. Paul, and 17 miles longer than the shortest line between Chicago and Omaha. It is also considerably shorter than any other railroad between Kansas City and St. Joseph on the one hand, and Des Moines, Marshalltown, Waterloo and Dubuque on the other. Between these points there is a large and ever increasing traffic.

The facilities of the Chicago Great Western compare favorably with its competitors in every way. At Chicago, Omaha, St. Paul, Minneapolis and the more important places it reaches, its freight warehouses and team tracks are advantageously located in the heart of the wholesale and jobbing districts. Its locomotives and freight and passenger equipment have been thoroughly modernized (a large per cent having been purchased new since the reorganization), and its equipment is in all respects ample to take care of the increased business that logically can be expected in the near future.

During the year ending June 30, 1911, the following industries have been located on the line of the Great Western road:

The Lehigh Portland Cement Company have constructed a large cement plant with a capacity of six thousand barrels daily at Mason City, Iowa, which will employ over one thousand men.

The Brunswick-Balke-Collender Company have commenced the erection of a large manufacturing plant to employ about five hundred workmen and costing approximately $400,000 at Dubuque, Iowa, where they will manufacture billiard tables and furniture.

The Leighton Supply Company, dealers in plumbers supplies, have erected a large fire-proof warehouse at Fort Dodge, Iowa, where they will conduct a wholesale and retail business.

The Gamble-Robinson Commission Company have erected a modern fruit warehouse and cold storage plant at Oelwein, Iowa, and the Franz-Meyer Company have commenced the operation of a piano factory at the same point.

The Blackhawk Fruit Company have established a wholesale fruit business at Waterloo, Iowa, and the C. A. Smith Company have commenced the manufacture of boxes of different kinds in a substantial cement block building located at the same point.

The Indian Refining Company have erected a distributing station at Minneapolis.

In addition to the above industries, nineteen coal sheds; eight warehouses; seven elevators and grain warehouses; nine lumber yards; five cold storage plants; two creameries; two cement tile plants; one automobile manufacturing plant; one canning factory; one pickling plant; one cereal mill and a number of small manufacturing plants have been located at different stations on the road. Eight creameries and cheese factories have been established in proximity to the line, the product of which will be carried by this Company. Additions have been made to many industries already established in order to meet the demands of the growing business, all of which contribute increased tonnage to the property.

Attention is called to the cuts and diagrams submitted herewith. The cuts of equipment give the general dimensions of the standard locomotives and passenger train cars that have been adopted. The diagrams are self-explanatory.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

S. M. FELTON,
President.

APPENDIX

CHICAGO GREAT WESTERN RAILROAD COMPANY

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MR. S. M. FELTON, *President*,
Chicago Great Western Railroad Company,
Chicago, Illinois.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and Proprietary Companies for the year ended June 30, 1911, and we certify that the accompanying balance sheet, income account and profit and loss account are in accordance therewith, and are properly drawn up to exhibit correctly the condition of the Company's affairs as at June 30, 1911.

The amounts charged to Property Investment since September 1, 1909, which include rehabilitation expenditures under the reorganization plan, are, in our opinion, proper additions to property.

We have had certificates from the Trustees as to the securities pledged, and those unpledged have been produced to us. We have verified the cash in hands of the Treasurer.

ARTHUR YOUNG & COMPANY,
Certified Public Accountants.

CHICAGO, October 16, 1911.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 1 — STATEMENT OF MILEAGE, JUNE 30, 1911

		Main Track Miles	Second Track Miles	Yard Tracks and Sidings Miles	Total Miles
Chicago Great Western Railroad.					
MILEAGE OWNED:					
Forest Park, Ill.	To Galena Junction, Ill.	147.24			
Dubuque, Iowa	To St. Paul, Minn.	252.90			
Eden, Minn. (Branch)	To Mantorville, Minn.	6.95			
Sumner, Iowa (Branch)	To Waverly, Iowa	21.94			
Wilson Junction, Iowa (Branch)	To Cedar Falls, Iowa	7.48			
Oelwein, Iowa	To Des Moines, Iowa	130.51			
Freight Line through Des Moines, Iowa		2.48			
Passenger Line through Des Moines, Iowa		.33			
South Des Moines, Iowa	To St. Joseph, Mo.	156.42			
Bee Creek, Mo.	To Beverly, Mo.	22.85			
In Leavenworth, Kan.		.10			
In Kansas City, Kan.		.47			
In Kansas City, Mo.		.53			
Total		750.20	57.43	353.45	1,161.08
TRACKAGE RIGHTS:					
B. & O. C. T. R. R., Chicago, Ill.	To Forest Park, Ill.	10.33			
C. B. & Q. R. R., Galena Jct., Ill.	To Portage Curve, Ill.	.88			
Ill. Central R. R., Portage Curve, Ill.	To East Dubuque, Ill.	12.85			
Dunleith & Dubuque Bridge Co., East Dubuque, Ill.	To Dubuque, Iowa	.59			
St. Paul Union Depot Co., in St. Paul, Minn.		.69			
Great Northern Ry., St. Paul, Minn.	To Minneapolis, Minn.	9.92			
Des Moines Union Ry., in Des Moines, Iowa		2.23			
C. B. & Q. R. R., in Des Moines, Iowa		.52			
C. B. & Q. R. R., in St. Joseph, Mo.		.81			
St. Joseph Terminal R. R., in St. Joseph, Mo.		.40			
A. T. & S. F. Ry., St. Joseph, Mo.	To Bee Creek, Mo.	7.66			
C. R. I. & P. Ry., Beverly, Mo.	To Stillings, Mo.	3.73			
‡L. T. Ry. & B. Co., Stillings, Mo.	To Leavenworth, Kan.	1.00			
L. D. & R. R. Co., in Leavenworth, Kan.		.20			
Union Pac. R. R., in Leavenworth, Kan.		.39			
Mo. Pac. Ry., Leavenworth, Kan.	To Kansas City, Kan.	23.08			
K. C. S. Ry., in Kansas City, Mo.		1.25			
Total		76.53	36.90	45.44	158.87
Total Mileage, Owned Lines and Trackage Rights		826.73	94.33	398.89	1,319.95
***De Kalb & Great Western Railway.**					
MILEAGE OWNED:					
Sycamore, Ill. (Branch)	To DeKalb, Ill.	5.81		2.14	7.95
Total		5.81		2.14	7.95
***Mason City & Fort Dodge Railroad.**					
MILEAGE OWNED:					
Hayfield, Minn.	To Clarion, Iowa	99.71			
Clarion, Iowa	To Fort Dodge, Iowa	28.05			
Fort Dodge, Iowa	To Council Bluffs, Iowa	132.90			
Spur to Fort Dodge Depot		.79			
Fort Dodge, Iowa (Branch)	To Lehigh, Iowa	15.69			
Gypsum, Iowa (Branch)	To Coalville, Iowa	2.90			
Oelwein, Iowa	To Clarion, Iowa	98.09			
Total		378.13	1.04	103.88	483.05
TRACKAGE RIGHTS: (Union Pacific Railroad):					
Council Bluffs, Iowa	To Omaha, Neb.	3.11			
Omaha, Neb.	To South Omaha, Neb.	5.01			
Total		8.12	10.00		18.12
Total Mileage, Owned Lines and Trackage Rights		386.25	11.04	103.88	501.17
***Wisconsin, Minnesota & Pacific Railroad.**					
MILEAGE OWNED:					
Mankato, Minn.	To Red Wing, Minn.	95.70			
Red Wing, Minn.	To Osage, Iowa	118.20			
Simpson, Minn. (Branch)	To Winona, Minn.	54.20			
Clay Bank Junction, Minn. (Branch)	To Clay Pits, Minn.	2.00			
Red Wing, Minn. (Branch)	To Sewer Pipe Works, Minn.	.90			
Bellechester Jct., Minn. (Branch)	To Bellechester, Minn.	6.43			
Total		277.43		39.08	316.51
Grand Total, Mileage Owned		1,411.57	58.47	498.55	1,968.59
Grand Total, Trackage Rights		84.65	46.90	45.44	176.99
Grand Total, Owned Lines and Trackage Rights		1,496.22	105.37	543.99	2,145.58

‡Total capital stock owned by Chicago Great Western R. R. Co.
*Leased to, and total capital stock owned by, Chicago Great Western R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 2 COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1911 AND 1910

	1911	1910	Increase		Decrease	
			Amount	Per Cent.	Amount	Per Cent.
Average Miles of Road Operated	1,492.16	1,498.25			6.09	.41
Operating Revenue.						
REVENUE FROM TRANSPORTATION:						
Freight Revenue	$ 8,820,370.47	$ 8,540,590.53	$ 279,779.94	3.28		
Passenger Revenue	2,844,470.45	2,642,356.87	202,113.58	7.65		
Excess Baggage Revenue	36,311.64	34,902.03	1,409.61	4.04		
Parlor and Chair Car Revenue	7,178.46	4,742.81	2,435.65	51.35		
Mail Revenue	189,746.66	191,619.99			$ 1,873.33	.98
Express Revenue	325,000.03	293,417.70	31,582.33	10.76		
Milk Revenue (on Passenger Trains)	146,496.56	142,878.96	3,617.60	2.53		
Other Passenger Train Revenue	8,152.45	945.17	7,207.28	762.54		
Switching Revenue	141,899.44	140,087.24	1,812.20	1.29		
Special Service Train Revenue	3,982.60	11,284.85			7,302.25	64.71
Miscellaneous Transportation Revenue	94 45	129.20			34.75	26.90
Total Transportation Revenue	$12,523,703.21	$ 12,002,955.35	$ 520,747.86	4.34		
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:						
Station and Train Privileges	$ 8,454.00	$ 3,679.10	$ 4,774.90	129.78		
Parcel Room Receipts	1,546.40	436.20	1,110.20	254.52		
Storage—Freight	8,392.26	6,645.16	1,747.10	26.29		
Storage—Baggage	1,306.13	381.54	924.59	242.33		
Car Service	36,670.99	36,364.80	306.19	.84		
Telegraph and Telephone Service	822.24	802.26	19.98	2.49		
Rents of Buildings and other Property	15,007.84	9,167.62	5,840.22	63.70		
Miscellaneous	9,737.58	4,933.06	4,804.52	97.39		
Joint Facilities—Revenue—Dr.	26.84	61.50	34.66	56.36		
Joint Facilities—Revenue—Cr.	13,028.13	9,439.87	3,588.26	38.01		
Total	$ 94,938.73	$ 71,788.11	$ 23,150.62	32.25		
Total Operating Revenue	$12,618,641.94	$ 12,074,743.46	$ 543,898.48	4.50		
Operating Expenses.						
Maintenance of Way and Structures	$ 1,534,160.38	$ 1,604,543.75			$70,383.37	4.39
Maintenance of Equipment	1,872,148.08	1,486,732.64	$385,415.44	25.92		
Traffic Expenses	559,758.19	510,447.21	49,310.98	9.66		
Transportation Expenses	5,056,920.03	5,124,639.93			67,719.90	1.32
General Expenses	419,019.50	408,311.78	10,707.72	2.62		
Total	$ 9,442,006.18	$ 9,134,675.31	$307,330.87	3.36		
Net Revenue from Operation	$ 3,176,635.76	$ 2,940,068.15	$236,567.61	8.05		
Outside Operations.						
Revenues	$ 96,569.92	$ 76,351.19	$ 20,218.73	26.48		
Expenses	95,175.89	98,678.75			$ 3,502.86	3.55
Net Revenue from Outside Operations	$ 1,394.03	$ *22,327.56	$ 23,721.59			
Total Net Revenue	$ 3,178,029.79	$ 2,917,740.59	$ 260,289.20	8.92		
Taxes	384,502.77	364,308.04	20,194.73	5.54		
Operating Income	$ 2,793,527.02	$ 2,553,432.55	$ 240,094.47	9.40		
PER CENT OF OPERATING EXPENSES AND TAXES TO TOTAL OPERATING REVENUE:						
Maintenance of Way and Structures	12.16	13.29				1.13
Maintenance of Equipment	14.84	12.31		2.53		
Traffic Expenses	4.43	4.23		.20		
Transportation Expenses	40.07	42.44				2.37
General Expenses	3.32	3.38				.06
Total Operating Expenses	74.82	75.65				.83
Taxes	3.05	3.02		.03		
Total Operating Expenses and Taxes	77.87	78.67				.80

*Deficit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF INCOME, CHARGES AND SURPLUS FOR THE YEARS ENDED JUNE 30, 1911 AND 1910

EXHIBIT 3

	1911	1910	INCREASE		DECREASE	
			Amount	Per cent.	Amount	Per cent.
Operating Income:						
RAIL OPERATIONS:						
Operating Revenues	$12,618,641.94	$12,074,743.46	$543,898.48	4.50		
Operating Expenses	9,442,006.18	9,134,675.31	307,330.87	3.36		
Net Operating Revenue	$ 3,176,635.76	$ 2,940,068.15	$236,567.61	8.05		
OUTSIDE OPERATIONS:						
Revenues	$ 96,569.92	$ 76,351.19	$ 20,218.73	26.48		
Expenses	95,175.89	98,678.75			$ 3,502.86	3.55
Net Revenue from Outside Operations	$ 1,394.03	$ *22,327.56	$ 23,721.59			
Total Net Revenue	$ 3,178,029.79	$ 2,917,740.59	$260,289.20	8.92		
Taxes	384,502.77	364,308.04	20,194.73	5.54		
Operating Income	$ 2,793,527.02	$ 2,553,432.55	$240,094.47	9.40		
Other Income:						
Property Rentals Received	$ 26,443.42	$ 20,500.82	$ 5,942.60	28.99		
Dividends on Stocks Owned	10,463.98	3,763.36	6,700.62	178.04		
Interest on Securities, Loans and Accounts	76,307.48	170,532.96			$ 94,225.48	55.25
Interest Accrued on Funded Debt Owned	647.38	57.50	589.88	1025.88		
Miscellaneous Income	1,048.99	84.25	964.74	1145.09		
Hire of Equipment (Balance)	26,127.47		26,127.47			
Total Other Income	$ 141,038.72	$ 194,938.89			$ 53,900.17	27.65
Total Income	$ 2,934,565.74	$ 2,748,371.44	$186,194.30	6.77		
Fixed and Other Charges.						
INTEREST:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 824,500.07	$ †899,534.20			$ 75,034.13	8.34
Interest on Funded Debt, Mason City & Fort Dodge Railroad Company	480,000.00	480,000.00				
Interest on Funded Debt, Wisconsin, Minnesota & Pacific Railroad Company	232,440.00	232,440.00				
Total Interest on Funded Debt	$ 1,536,940.07	$ 1,611,974.20			$ 75,034.13	4.65
Other Interest	2,195.13	10,766.56			8,571.43	79.61
Total Interest	$ 1,539,135.20	$ 1,622,740.76			$ 83,605.56	5.15
PROPERTY RENTALS PAID	621,663.64	591,382.66	$ 30,280.98	5.12		
HIRE OF EQUIPMENT (BALANCE)		173,143.72			173,143.72	
MISCELLANEOUS CHARGES	5,859.32	568.15	5,291.17	931.30		
Total Charges	$ 2,166,658.16	$ 2,387,835.29			$221,177.13	9.26
SURPLUS CARRIED TO PROFIT AND LOSS	$ 767,907.58	$ 360,536.15	$407,371.43	112.99		

*Deficit.

†Includes, for comparative purposes, Interest on Loans, Interest on Equipment Trust Notes and Interest on Debenture Stock, each for two months, being practically, the Fixed Charges for July and August, 1909, the last two months of the receivership.

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1911

EXHIBIT 4

ASSETS			LIABILITIES		
PROPERTY INVESTMENT:			CAPITAL STOCK:		
Road and Equipment:			Chicago Great Western Railroad Company:		
Investment on September 1, 1909–Road	$104,807,907.80		Common Stock	$ 45,246,713.00	
Investment on September 1, 1909–Equipment	7,108,772.85		Preferred Stock	41,021,402.00	$ 86,268,115.00
Investment since September 1, 1909–Road	5,251,437.87				
Investment since September 1, 1909–Equipment	5,328,152.88		FUNDED DEBT:		
	$122,496,271.40		Chicago Great Western Railroad Company:		
Less Reserve for Accrued Depreciation	305,796.45	$122,190,474.95	First Mortgage 50 Year 4% Gold Bonds	$ 22,500,000.00	
SECURITIES:			Minneapolis Terminal 50 Year 3½% Gold Bonds	500,000.00	
Securities of Proprietary, Affiliated and Controlled Companies Pledged	$ 117,806.00		Mason City & Fort Dodge Railroad Company:		
Securities of Proprietary, Affiliated and Controlled Companies Unpledged	225,189.90	342,995.90	First Mortgage 50 Year 4% Gold Bonds	12,000,000.00	
OTHER INVESTMENTS:			Wisconsin, Minnesota & Pacific Railroad Company:		
Physical Property	$ 7,658.37		First Mortgage 50 Year 4% Gold Bonds	6,232,000.00	41,232,000.00
Securities Pledged	302,701.00				
Securities Unpledged	222,100.00	532,459.37	WORKING LIABILITIES:		
WORKING ASSETS:			Traffic and Car Service balances due other Companies	$ 261,809.61	
Cash	$ 3,891,548.93		Audited Vouchers and Wages Unpaid	1,082,520.88	
Marketable Securities	363,378.10		Miscellaneous Accounts Payable	92,262.93	
Loans and Bills Receivable	12,639.17		Matured Interest Unpaid	20,830.00	
Net Balances Due from Agents and Conductors	294,023.07		Other Working Liabilities	107,418.14	
Miscellaneous Accounts Receivable	480,331.80		Liabilities—Chicago Great Western Railway Receivership Period (Estimated)	29,877.26	1,594,718.82
Material and Supplies	1,063,084.70				
Other Working Assets	233,245.26		ACCRUED LIABILITIES NOT DUE:		
Assets—Chicago Great Western Railway Receivership Period (Estimated)	73,784.77		Unmatured Interest and Rents Payable	$ 403,570.76	
Assets—Chicago Great Western Railway (Estimated)	18,762.60		Taxes Accrued	224,837.23	628,407.99
Securities Issued—Held in Treasury	55,000.00	6,485,798.40			
ACCRUED INCOME NOT DUE:			DEFERRED CREDIT ITEMS:		
Unmatured Interest		1,314.28	Operating Reserves	$ 205,240.72	
			Other Deferred Credit Items	171,875.90	377,116.62
DEFERRED DEBIT ITEMS:					
Advances	$ 256,413.51		PROFIT AND LOSS ACCOUNT:		
Working Funds	26,636.47				
Insurance Paid in Advance	2,455.66		Profit and Loss to June 30, 1911		1,223,683.07
Other Deferred Debit Items	841,352.28				
Unextinguished Discount on Funded Debt	644,140.68	1,770,998.60			
Total		$131,324,041.50	Total		$131,324,041.50

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, YEAR ENDED JUNE 30, 1911 AND THE TWENTY-TWO MONTHS ENDED JUNE 30, 1911

EXHIBIT 5

	Additions to Plant	Reconstruction of Plant	Total Additions and Betterments for the year ended June 30, 1911	Total Expended in ten months ended June 30, 1910	Total Expended to June 30, 1911
ROAD IMPROVEMENTS:					
Additional Main Tracks	$ 373,941.24		$ 373,941.24	$ 69,549.08	$ 443,490.32
Ballast	9,556.24	$ 88,045.93	97,602.17	72,458.44	170,060.61
Block and Other Signal Apparatus	191,686.57	838.28	192,524.85	22,880.24	215,405.09
Bridges, Trestles and Culverts	43,087.04	161,297.35	204,384.39	82,763.50	287,147.89
Crossings, Over and Under Grade		10,661.09	10,661.09	4,736.70	15,397.79
Construction of New Line	62,004.59		62,004.59		62,004.59
Fencing Right-of-Way	2,697.53	2,182.32	4,879.85	7,407.23	12,287.08
Grade Reductions and Changes of Line		98,705.55	98,705.55	4,279.18	102,984.73
Increased Weight of Rail	422.55		422.55		422.55
Interlocking Apparatus		3,547.19	3,547.19	14,061.96	17,609.15
Improved Frogs and Switches	285.40		285.40		285.40
Other Additions and Betterments	22,575.57	6,269.90	28,845.47	5,185.06	34,030.53
Reconstruction of Roadbed and Track		860,553.75	860,553.75	1,282,764.32	2,143,318.07
Real Estate	*11,945.57		*11,945.57	*4,048.10	*15,993.67
Right-of-Way and Station Grounds	38,869.64		38,869.64	8,810.02	47,679.66
Roadway Machinery and Tools	14,010.45		14,010.45		14,010.45
Shops, Engine Houses and Turntables	15,935.02	427.72	16,362.74	68,985.87	85,348.61
Shop Machinery and Tools	67,466.94		67,466.94	22,937.95	90,404.89
Sidings and Spur Tracks	139,287.63		139,287.63	29,804.07	169,091.70
Snow and Sand Fences and Snowsheds	206.04	209.69	415.73	2,632.04	3,047.77
Station Buildings and Fixtures	24,704.53	12,466.78	37,171.31	51,758.15	88,929.46
Track Fastenings and Appurtenances	438.61		438.61		438.61
Telegraph and Telephone Lines	29,867.20	194.19	30,061.39	1,311.82	31,373.21
Terminal Yards	274,279.35		274,279.35	†1,668,798.21	†1,943,077.56
Water and Fuel Stations	30,005.49	5,684.14	35,689.63	21,495.25	57,184.88
Total Road Improvements	$1,329,382.06	$1,251,083.88	$2,580,465.94	$3,438,570.99	$6,019,036.93
EQUIPMENT:					
Locomotives	$1,025,310.99	$ 54,171.14	$1,079,482.13	$ 660,294.67	$1,739,776.80
Passenger Train Cars	361,537.46	48,694.33	410,231.79	163,081.79	573,313.58
Freight Train Cars	264,429.77	32,411.06	296,840.83	2,359,986.58	2,656,827.41
Work Equipment	272,806.54		272,806.54	335,244.21	608,050.75
Total Equipment	$1,924,084.76	$ 135,276.53	$2,059,361.29	$3,518,607.25	$ 5,577,968.54
Total Road and Equipment Expenditures	$3,253,466.82	$1,386,360.41	$4,639,827.23	$6,957,178.24	$11,597,005.47

*Credit.

†The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1911

EXHIBIT 6

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged
	Pledged under 4% First Mortgage:	
Chicago Great Western Railroad Company:	Mason City & Fort Dodge Railroad Company:	
	Common Capital Stock	$19,205,400.00
	Preferred Capital Stock	13,635,752.00
	Wisconsin, Minnesota & Pacific Railroad Company:	
	Common Capital Stock	5,893,400.00
	De Kalb & Great Western Railway Company:	
	Common Capital Stock	100,000.00
	Chicago Union Transfer Railway Company:	
	Common Capital Stock	40,000.00
	Preferred Capital Stock	40,000.00
	Minnesota Transfer Railway Company:	
	Capital Stock	7,000.00
	St. Paul Union Depot Company:	
	Capital Stock	103,600.00
	St. Joseph Union Depot Company:	
	Capital Stock	1,000.00
	Iowa Transfer Railway Company:	
	Capital Stock	6,200.00
	Iowa Development Company:	
	Capital Stock	150,000.00
	Iowa Townsite Company:	
	Capital Stock	10,000.00
	St. Charles Hotel & Park Company:	
	Capital Stock	22,700.00
	Iowa Sugar Company:	
	Capital Stock	12,500.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,227,552.00
	Pledged Under 4% First Mortgage:	
Mason City & Fort Dodge Railroad Company	Omaha Grain Terminals:	
	Capital Stock	$ 100,000.00
	Webster County Coal and Land Company:	
	Capital Stock	400,000.00
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1911

EXHIBIT 7

Company	Total Issued and Outstanding June 30, 1911	Amount in Hands of Public June 30, 1911	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company—				
Preferred Stock (4%*)	$ 41,021,402.00	$ 40,966,402.00	$ 55,000.00	Unpledged
Common Stock	45,246,713.00	45,246,713.00		
Mason City & Fort Dodge Railroad Company—				
Preferred Stock (4%)	13,635,752.00		$ 13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company—				
Common Stock	5,893,400.00		5,893,400.00	Pledged
De Kalb & Great Western Railway Company—				
Common Stock	100,000.00		100,000.00	Pledged
Total Stocks	$ 125,102,667.00	$ 86,213,115.00	$ 38,834,552.00	
BONDS:				
Chicago Great Western Railroad Company—				
First Mortgage 4% Gold Bonds	$ 22,500,000.00	$ 22,500,000.00		
Minneapolis Terminal—				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company—				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company—				
First Mortgage 4% Gold Bonds	6,232,000.00	5,811,000.00	$ 421,000.00	Unpledged
Total Bonds	$ 41,232,000.00	$ 40,811,000.00	$ 421,000.00	
Total Stocks and Bonds	$ 166,334,667.00	$ 127,024,115.00	$ 39,255,552.00	

*Cumulative after June 30, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1911

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1911	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00		$ 100,000.00	$ 100,000.00	Pledged.
Independent Elevator Company: Capital Stock	220,600.00		220,600.00	220,600.00	Unpledged.
Webster County Coal and Land Company: Capital Stock	400,000.00		400,000.00	400,000.00	Pledged.
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged.
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged.
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged.
Iowa Transfer Company: Capital Stock	34,000.00	6,800.00		6,200.00 600.00	Pledged. Unpledged.
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged.
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged.
Chicago Union Transfer Railway Company: Preferred Stock	1,000,000.00	40,000.00		40,000.00	Pledged.
Common Stock	1,000,000.00	40,000.00		40,000.00	Pledged.
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged.
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged.
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged.
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged.
Total Stocks of Other Companies		$ 1,093,600.00	$ 720,600.00	$ 1,814,200.00	
Total Stocks and Bonds of Proprietary Companies (Exhibit No. 7)		39,255,552.00		39,255,552.00	
Grand Total		$40,349,152.00	$ 720,600.00	$41,069,752.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FUNDED DEBT OUTSTANDING JUNE 30, 1911

EXHIBIT 9

	Year Due	Amount Outstanding	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1959	$ 22,448,000.00	4%	$ 897,920.00	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	52,000.00	4%	2,080.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	Jan. and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York
WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1950	6,232,000.00	4%	249,280.00	April and Oct.	J. P. Morgan & Co., New York
Total		$ 41,232,000.00		$ 1,646,780.00		

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $22,500,000.00.
Date of Mortgage: September 1, 1909; matures September 1, 1959.
Trustee: Standard Trust Company of New York.

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage rights, embracing mileage described in Exhibit No. 1 under the head of "Chicago Great Western Railroad;" also by the leases covering the operation of the De Kalb & Great Western Railway, the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Exhibit No. 1, of this report; also by all of the collateral securities shown as being pledged under this mortgage in Exhibit No. 6; also by 277 locomotives, 4 motor cars, 157 passenger train cars, 9,053 freight cars and 595 roadway cars on hand June 30, 1911. This equipment is exclusive of the equipment owned by the subsidiary companies, the stock of which is owned by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.
Date of Mortgage: January 1, 1900; matures January 1, 1950.
Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.
Date of Mortgage: June 1, 1905; matures June 1, 1955.
Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Exhibit No. 1 of this report; the capital stock of the Omaha Grain Terminals, par value $100,000.00, and of the Webster County Coal & Land Company, par value $400,000.00; rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company dated April 30, 1901, and on 27 locomotives, 10 passenger train cars, 1,750 freight cars and 103 roadway cars on hand June 30, 1911. The mortgage has no sinking fund redemption provisions.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $6,232,000.00.
Date of Mortgage: October 1, 1900; matures October 1, 1950.
Trustee: The Mercantile Trust Company, New York.

These bonds are secured by a first mortgage on the railroad lines described under the head of "Wisconsin, Minnesota & Pacific Railroad" in Exhibit No. 1 of this report; rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company dated April 30, 1901, and on 14 locomotives, 17 passenger train cars, 754 freight cars and 4 roadway cars on hand June 30, 1911. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1911 AND 1910

EXHIBIT 10

	1911	1910	Increase		Decrease	
			Amount	Per cent	Amount	Per cent
General Operating Results:						
Operating Revenues	$ 12,618,641.94	$ 12,074,743.46	$ 543,898.48	4.50		
Operating Expenses	$ 9,442,006.18	$ 9,134,675.31	$ 307,330.87	3.36		
Net Operating Revenue	$ 3,176,635.76	$ 2,940,068.15	$ 236,567.61	8.05		
Operating Revenue per Mile of Road	$ 8,456.63	$ 8,059.23	$ 397.40	4.93		
Operating Expenses per Mile of Road	$ 6,327.74	$ 6,096.90	$ 230.84	3.79		
Net Operating Revenue per Mile of Road	$ 2,128.89	$ 1,962.33	$ 166.56	8.49		
Operating Revenue per Revenue Train Mile	$ 2.00	$ 1.71	$ .29	16.96		
Operating Expenses per Revenue Train Mile	$ 1.50	$ 1.30	$ .20	15.38		
Net Operating Revenue per Revenue Train Mile	$ 0.50	$ 0.41	$ .09	21.95		
Ratio of Operating Expenses to Operating Revenue	74.82	75.65				.83
Average Mileage Operated	1,492.16	1,498.25			6.09	.41
Revenue Train Miles	6,300,607	7,037,878			737,271	10.48
Freight Traffic:						
(Revenue)						
Revenue from Freight	$ 8,820,370.47	$ 8,540,590.53	$ 279,779.94	3.28		
Tons of Revenue Freight carried	5,023,079	4,623,102	399,977	8.65		
Tons of Revenue Freight carried one Mile	1,227,893,035	1,189,185,332	38,707,703	3.25		
Tons of Revenue Freight carried one Mile per Mile of Road	822,896	793,716	29,180	3.68		
Average distance carried (Miles)	244.45	257.23			12.78	4.97
Revenue per Ton	$ 1.76	$ 1.85			$ .09	4.86
Revenue per Ton per Mile (Cents)	0.718	0.718				
Revenue per Train Mile (Including all mixed trains)	$ 2.65	$ 2.17	$ .48	22.12		
Revenue per Mile of Road	$ 5,911.14	$ 5,700.38	$ 210.76	3.70		
(Revenue and non-revenue)						
Tons of Revenue and Company Freight carried	6,196,327	5,666,809	529,518	9.34		
Tons of Revenue and Company Freight carried one Mile	1,416,603,825	1,359,264,687	57,339,138	4.22		
Tons of Revenue and Company Freight carried one Mile per Mile of Road	949,365	907,235	42,130	4.64		
Average distance ed (Miles)	228.62	239.86			11.24	4.69
Passenger Traffic:						
Revenue from Passengers	$ 2,844,470.45	$ 2,642,356.87	$ 202,113.58	7.65		
Revenue from Passenger Trains (Passenger, mail, express, etc.)	$ 3,557,356.25	$ 3,310,863.53	$ 246,492.72	7.44		
Revenue Passengers carried	2,651,371	2,398,685	252,686	10.53		
Revenue Passengers carried one Mile	149,225,662	138,735,465	10,490,197	7.56		
Revenue Passengers carried one Mile per Mile of of Road	100,006	92,598	7,408	8.00		
Average distance carried (Miles)	56.28	57.84			1.56	2.70
Revenue per Passenger	$ 1.07	$ 1.10			$ .03	2.73
Revenue per Passenger per Mile (Cents)	1.906	1.905	.001	.05		
Revenue from Passengers per Revenue Train Mile (Including all mixed trains)	$ 0.92	$ 0.84	$ .08	9.52		
Revenue from Passenger Trains per Revenue Train Mile (Including all mixed trains)	$ 1.15	$ 1.05	$ .10	9.52		
Revenue from Passenger Trains per Mile of Road	$ 2,384.03	$ 2,209.82	$ 174.21	7.88		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1911 AND 1910

EXHIBIT 11

	1911	1910	Increase		Decrease	
			Amount	Per cent.	Amount	Per cent.
Freight						
(Revenue)						
Revenue Freight Locomotive Miles (Including all mixed, light and helping)	3,590,831	4,309,388	.....	.....	718,557	16.67
Revenue Freight Train Miles (Including all mixed trains)	3,324,432	3,935,939	.....	.....	611,507	15.54
Per Cent of Locomotive Miles in excess of Train Miles	8.01	9.49	.....	.....	.....	1.48
Freight Car Miles	102,599,795	101,955,694	644,101	.63	.....	.....
Tons per Train—Revenue Freight	369.35	302.13	67.22	22.25	.....	.....
(Revenue and Non-Revenue)						
Total Freight Locomotive Miles (Including all mixed, light, helping and transfer)	3,623,827	4,338,123	.....	.....	714,296	16.47
Total Freight Train Miles (Including all mixed trains)	3,356,485	3,960,095	.....	.....	603,610	15.24
Per Cent of Locomotive Miles in excess of Train Miles	7.97	9.55	.....	.....	.....	1.58
Loaded Freight Car Miles	71,520,298	71,658,154	.....	.....	137,856	.19
Empty Freight Car Miles (Including caboose)	31,079,497	30,297,540	781,957	2.58	.....	.....
Total Freight Car Miles	102,599,795	101,955,694	644,101	.63	.....	.....
Per Cent of empty to total Freight Car Miles	30.29	29.72	.....	.57	.....	.....
Loaded Cars per Freight Train	21.31	18.10	3.21	17.73	.....	.....
Empty Cars per Freight Train	9.26	7.65	1.61	21.05	.....	.....
Total Cars per Freight Train	30.57	25.75	4.82	18.72	.....	.....
Tons per Freight Train—All Freight	422.05	343.24	78.81	22.96	.....	.....
Tons per loaded Car—All Freight	19.81	18.97	.84	4.43	.....	.....
Passenger						
Revenue Passenger Locomotive Miles (Including all mixed, light and helping)	3,164,633	3,264,777	.....	.....	100,144	3.07
Revenue Passenger Train Miles (Including all mixed trains)	3,106,052	3,163,889	.....	.....	57,837	1.83
Per Cent of Locomotive Miles in excess of Train Miles	1.89	3.19	.....	.....	.....	1.30
Passenger Car Miles (all cars)	15,918,282	15,462,210	456,072	2.95	.....	.....
Cars per Passenger Train (all cars)	5.12	4.89	.23	4.70	.....	.....
Passengers per Train	48	44	4	9.09	.....	.....
Passengers per Car	14	13	1	7.69	.....	.....

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED JUNE 30, 1911 AND 1910

EXHIBIT 12

COMMODITIES	Tons Carried 1911		Tons Carried 1910		Increase		Decrease	
	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.
PRODUCTS OF AGRICULTURE:								
Grain	681,173	13.56	566,447	12.25	114,726	20.25		
Flour	355,851	7.08	302,932	6.55	52,919	17.47		
Other Mill Products	80,619	1.61	101,906	2.21			21,287	20.89
Hay	45,023	.90	31,042	.67	13,981	45.04		
Tobacco	1,093	.02	390	.01	703	180.26		
Cotton	713	.01	196		517	263.78		
Fruits and Vegetables	132,503	2.64	100,115	2.17	32,388	32.34		
Other Products of Agriculture	68,198	1.36	76,110	1.64			7,912	10.40
Total	1,365,173	27.18	1,179,138	25.50	186,035	15.78		
PRODUCTS OF ANIMALS:								
Live Stock	210,207	4.18	190,762	4.13	19,445	10.19		
Dressed Meats	47,080	.94	73,557	1.59			26,477	35.99
Other Packing House Products	32,614	.65	98,600	2.13			65,986	66.92
Poultry, Game and Fish	12,072	.24	9,414	.20	2,658	28.23		
Wool	2,842	.06	3,105	.07			263	8.47
Hides and Leather	15,112	.30	30,895	.67			15,783	51.09
Other Products of Animals	14,464	.29	18,269	.39			3,805	20.83
Total	334,391	6.66	424,602	9.18			90,211	21.25
PRODUCTS OF MINES:								
Anthracite Coal	99,236	1.98	81,333	1.76	17,903	22.01		
Bituminous Coal	889,533	17.71	840,628	18.18	48,905	5.82		
Coke	20,235	.40	18,786	.41	1,449	7.71		
Ores	2,209	.04	3,439	.08			1,230	35.77
Stone, Sand and Other Like Articles	355,812	7.08	255,670	5.53	100,142	39.17		
Other Products of Mines	112,453	2.24	93,959	2.03	18,494	19.68		
Total	1,479,478	29.45	1,293,815	27.99	185,663	14.35		
PRODUCTS OF FORESTS:								
Lumber	324,757	6.47	311,783	6.74	12,974	4.16		
Other Products of Forests	17,626	.35	14,000	.31	3,626	25.90		
Total	342,383	6.82	325,783	7.05	16,600	5.10		
MANUFACTURES:								
Petroleum and Other Oils	110,244	2.20	109,239	2.36	1,005	.92		
Sugar	47,392	.94	33,653	.73	13,739	40.83		
Naval Stores	85		169				84	49.70
Iron—Pig and Bloom	31,503	63	34,381	.74			2,878	8.37
Iron and Steel Rails	28,199	.56	33,653	.73			5,454	16.21
Other Castings and Machinery	111,166	2.21	63,172	1.37	47,994	75.97		
Bar and Sheet Metal	55,000	1.10	49,973	1.08	5,027	10.06		
Cement, Brick and Lime	388,536	7.73	430,456	9.31			41,920	9.74
Agricultural Implements	32,328	.64	33,295	.72			967	2.90
Wagons, Carriages, Tools, etc	15,682	.31	14,718	.32	964	6.55		
Wines, Liquors and Beers	39,025	.78	32,080	.69	6,945	21.65		
Household Goods and Furniture	35,160	.70	39,582	.86			4,422	11.17
Other Manufactures	226,742	4.51	203,174	4.40	23,568	11.60		
Total	1,121,062	22.31	1,077,545	23.31	43,517	4.04		
OTHER COMMODITIES:								
Merchandise	305,369	6.08	272,520	5.90	32,849	12.05		
Miscellaneous	75,223	1.50	49,699	1.07	25,524	51.36		
Total	380,592	7.58	322,219	6.97	58,373	18.12		
TOTAL COMMERCIAL FREIGHT	5,023,079	100.00	4,623,102	100.00	399,977	8.65		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, SEVEN YEARS ENDED JUNE 30, 1911.

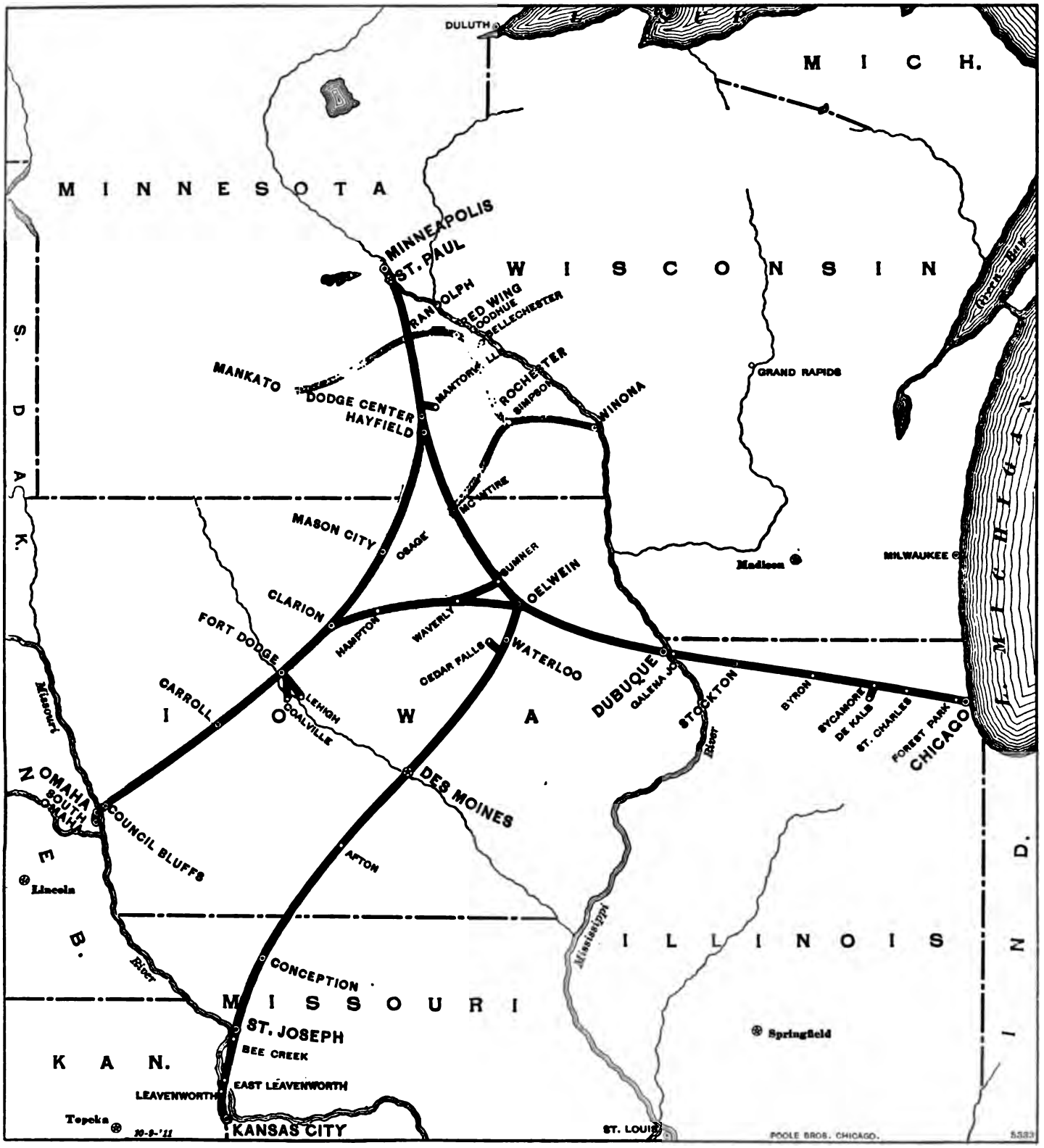
EXHIBIT 13

	1905	1906	1907	1908	1909	*1910	1911
Average Mileage Operated	1,475.61	1,475.61	1,475.61	1,475.61	1,475.61	1,498.25	1,492.16
Gross Operating Revenue	$ 9,290,787.40	$ 10,753,642.44	$ 11,401,798.74	$ 10,390,306.28	$ 10,715,816.29	$ 12,074,743.46	$ 12,618,641.94
Gross Operating Revenue per Mile of Road	$ 6,296.24	$ 7,287.59	$ 7,726.84	$ 7,041.36	$ 7,261.96	$ 8,059.23	$ 8,456.63
FREIGHT STATISTICS:							
Freight Revenue	$ 6,582,044.64	$ 7,835,328.30	$ 8,259,016.94	$ 7,128,839.73	$ 7,434,148.32	$ 8,540,590.53	$ 8,820,370.47
Freight Revenue per Mile of Road	$ 4,460.56	$ 5,309.89	$ 5,597.02	$ 4,831.11	$ 5,038.02	$ 5,700.38	$ 5,911.14
Revenue Tons Carried One Mile	840,368,061	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332	1,227,893,035
Revenue Tons Carried One Mile per Mile of Road	569,506	704,545	773,249	688,753	732,660	793,716	822,896
Average Revenue per Ton Mile (cents)	0.783	0.754	0.724	0.701	0.688	0.718	0.718
Average Tons Revenue Freight per Train Mile	259.81	279.13	292.82	275.91	283.45	302.13	369.35
Average Tons Revenue Freight per Loaded Car Mile	14.26	14.76	15.27	15.86	16.07	16.59	17.17
Average Tons all Freight per Train Mile	295.08	313.72	327.89	313.69	325.84	343.24	422.05
Average Tons all Freight per Loaded Car Mile	16.19	16.59	17.09	18.03	18.47	18.97	19.81
Aggregate Capacity of Freight Cars	249,855	247,550	269,735	292,195	300,540	387,460	376,625
Average Capacity of Freight Cars	26.90	26.91	27.43	28.02	28.22	31.13	33.02
PASSENGER STATISTICS:							
Passenger Revenue	$ 2,162,306.46	$ 2,367,178.23	$ 2,569,698.08	$ 2,456,606.25	$ 2,482,104.04	$ 2,642,356.87	$ 2,844,470.45
Passenger Revenue per Mile of Road	$ 1,465.36	$ 1,604.20	$ 1,741.15	$ 1,664.81	$ 1,682.09	$ 1,763.63	$ 1,906.28
Passenger Revenue per Train Mile	$ 0.62	$ 0.68	$ 0.71	$ 0.67	$ 0.69	$ 0.84	$ 0.92
Passenger Train Revenue	$ 2,635,263.54	$ 2,882,425.45	$ 3,114,307.03	$ 3,066,660.50	$ 3,102,549.15	$ 3,310,863.53	$ 3,557,356.25
Passenger Train Revenue per Mile of Road	$ 1,785.88	$ 1,953.38	$ 2,110.52	$ 2,078.23	$ 2,102.55	$ 2,209.82	$ 2,384.03
Passenger Train Revenue per Train Mile	$ 0.75	$ 0.82	$ 0.86	$ 0.84	$ 0.86	$ 1.05	$ 1.15
Passengers Carried One Mile	102,511,210	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465	149,225,662
Passengers Carried One Mile per Mile of Road	69,470	79,694	84,920	90,175	93,612	92,598	100,006
Average Rate per Passenger Mile (cents)	2,109	2.013	2.050	1.846	1.797	1.905	1.906
Average Passengers per Passenger Train Mile	29	34	35	36	38	44	48

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909 to June, 1910, inclusive, which have been revised in some minor details of classification for purposes of bringing them in exact conformity with the classification prescribed by the Interstate Commerce Commission, and for more accurate comparison with the results of this and future years.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 14 — WORKING DIVISION, JUNE 30, 1911



EXPLANATION

DIVISION	DESIGNATION	MILEAGE	RULING GRADE		PER CENT OF TANGENT TO TOTAL MILES
			East Bound	West Bound	
EASTERN		251.61	1.0%	1.0%	85
NORTHERN, Main Line		196.55	1.0%	1.0%	82
NORTHERN, Branch		299.37	1.25%	3.3%	70
SOUTHERN		362.44	1.0%	1.0%	73
WESTERN		386.25	0.5%	0.7%	83
TOTAL		1496.22			79

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1911

ALIGNMENT

EXHIBIT 15

DIVISION	Miles	CURVED TRACK		TANGENT TRACK	
		Aggregate Length in Miles	Per Cent	Miles	Per Cent
Eastern	226.96	34.06	15	192.90	85
Northern Main Line	207.88	36.40	18	171.48	82
Northern Branch Lines	277.43	83.85	30	193.58	70
Southern	321.17	85.86	27	235.31	73
Western	378.13	62.94	17	315.19	83
Total	1,411.57	303.11	21	1,108.46	79

GRADE

EXHIBIT 16

DIVISION	LEVEL TRACK		ASCENDING		DESCENDING	
	Miles	Per Cent	Sum in Feet	Aggregate Length in Miles	Sum in Feet	Aggregate Length in Miles
Eastern	34.23	15	2,491.0	93.74	2,958.0	98.99
Northern Main Line	40.66	20	2,593.8	85.39	2,553.3	81.83
Northern Branch Lines	53.97	19	4,106.5	117.36	3,601.5	106.10
Southern	56.43	18	3,718.1	121.08	4,189.4	143.66
Western	45.69	12	3,149.0	146.34	3,297.0	186.10
Total	230.98	16	16,058.4	563.91	16,599.2	616.68

COMPOSITION OF TRACK

RAIL

EXHIBIT 17

DIVISION	MILES OF RAIL					
	50-lb.	56-lb.	60-lb.	75-lb.	85-lb.	Total
Eastern, First Main Track			5.81		221.15	226.96
Eastern, Second Main Track					51.16	51.16
Northern, First Main Track			21.94	178.99		200.93
Northern, Second Main Track				6.27		6.27
Northern Branch, Main Track	22.87	50.67	175.26	35.58		284.38
Southern, Main Track			7.48	130.69	183.00	321.17
Western, First Main Track		15.92		362.21		378.13
Western, Second Main Track				1.04		1.04
Total	22.87	66.59	210.49	714.78	455.31	1,470.04

BALLAST

EXHIBIT 18

DIVISION	MILES OF BALLAST				
	Rock	Gravel	Cinders	Earth	Total Miles
Eastern, First Main Track	.40	222.46	4.10		226.96
Eastern, Second Main Track		51.16			51.16
Northern, First Main Track		172.42	28.51		200.93
Northern, Second Main Track		4.27	2.00		6.27
Northern Branch, Main Track		160.18	3.70	120.50	284.38
Southern, Main Track	86.21	209.28	25.68		321.17
Western, First Main Track		349.54	16.59	12.00	378.13
Western, Second Main Track		1.04			1.04
Total	86.61	1,170.35	80.58	132.50	1,470.04

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1911—(CONTINUED)

BRIDGES

EXHIBIT 19

DIVISION	Number	Per Cent of Total Number of all Bridges	LENGTH IN FEET			Per Cent of Aggregate Length of all Bridges
			Minimum	Maximum	Aggregate	
PERMANENT STEEL AND CONCRETE BRIDGES:						
Eastern	83	43	6	700	5,338	38
Northern Main line	25	51	12	1,088	2,543	27
Northern Branch Lines	12	4	22	880	2,231	7
Southern	79	24	7	900	7,175	28
Western	24	9	24	2,582	6,850	24
Total	223	20			24,137	23
PILE AND FRAME TRESTLES:						
Eastern	108	57	6	388	8,764	62
Northern Main Line	24	49	12	260	6,825	73
Northern Branch Lines	259	96	9	600	28,034	93
Southern	251	76	12	734	18,276	72
Western	255	91	9	689	21,161	76
Total	897	80			83,060	77

EXHIBIT 20

CULVERTS

DIVISION	Number	Per Cent of Total Number of all Culverts	LENGTH IN FEET			Per Cent of Total of all Culverts
			Minimum	Maximum	Aggregate	
PERMANENT:						
Eastern	584	78	18	150	23,975	88
Northern Main Line	315	66	15	153	12,590	73
Northern Branch Lines	282	42	20	98	11,186	59
Southern	922	91	16	167	36,843	94
Western	147	20	19	184	5,817	28
Total	2,250	62			90,411	73
TEMPORARY:						
Eastern	163	22	20	53	3,277	12
Northern Main Line	160	34	21	200	4,632	27
Northern Branch Lines	387	58	18	56	7,835	41
Southern	91	9	20	60	2,222	6
Western	596	80	20	200	14,917	72
Total	1,397	38			32,883	27

EXHIBIT 21

TELEGRAPH AND TELEPHONE LINES

OWNERS	Owned June 30, 1911		Used Exclusively by C. G. W. R. R. Co.		Used Exclusively by Postal Company		Used Jointly by Postal and C. G. W. Cos.		Used Jointly by W. U. and C. G. W. Cos.	
	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire
Chicago Great Western Railroad Co	331.17	2,337.17	97.91	2,081.81			233.26	255.36		
Postal Telegraph Cable Co.	917.67	9,789.52		1,776.94		7,927.18	917.67	85.40		
Western Union Telegraph Co.	206.01	273.56		71.20					206.01	202.36

CHICAGO GREAT WESTERN RAILROAD COMPANY

LOCOMOTIVES OWNED AND CHANGES, YEAR ENDED JUNE 30, 1911

EXHIBIT 22

	Wheel Arrangement	Owned June 30, 1910	Added by purchase during the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1911
SWITCHING:	OO						
Cylinders, 16 x 24		4		4			0
SWITCHING:	OOO						
Cylinders, 17 x 24		8		2			6
Cylinders, 18 x 24		8		3			5
Cylinders, 19 x 26		5					5
Cylinders, 20 x 26			10				10
SWITCHING:	OOOO						
Cylinders, 20½ x 30					1		1
Cylinders, 22 x 32		6			4		10
TOTAL SWITCHING		31	10	9	5		37
TRANSFER:	OOOOo						
Cylinders, 20½ x 30		10		2		8	0
EIGHT-WHEEL:	OOoo						
Cylinders, 17 x 24		37		6			31
Cylinders, 18 x 24		12		2			10
Cylinders, 19 x 24		9					9
TOTAL EIGHT-WHEEL		58		8			50
MOGUL:	OOOo						
Cylinders, 18 x 24		35		5			30
Cylinders, 19 x 28		2					2
Cylinders, 19 x 24		12		2			10
MOGUL CROSS COMPOUND:	OOOo						
Cylinders, 21 and 32 x 24		2		2			0
TOTAL MOGUL		51		9			42
TEN-WHEEL:	OOOoo						
Cylinders, 18 x 26		2					2
Cylinders, 19 x 26		4					4
Cylinders, 20 x 28		14			7		21
Cylinders, 26 x 28		4					4
Cylinders, 23 x 28			6				6
TEN-WHEEL CROSS COMPOUND:	OOOoo						
Cylinders, 22 and 35 x 28		7				7	0
TOTAL TEN-WHEEL		31	6		7	7	37
PRAIRIE:	oOOOo						
Cylinders, 20 x 26		15				6	9
Cylinders, 21 x 26		3					3
Cylinders, 21 x 28		26			4	3	27
Cylinders, 24 x 28		12			17		29
PRAIRIE CROSS COMPOUND:	oOOOo						
Cylinders, 22 and 35 x 28		14				14	0
PRAIRIE TANDEM COMPOUND:	oOOOo						
Cylinders, 16 and 28 x 28		20				7	13
TOTAL PRAIRIE		90			21	30	81
CONSOLIDATION:	OOOOo						
Cylinders, 24 x 30		20	20				40
Cylinders, 20½ x 30					7		7
CONSOLIDATION CROSS COMPOUND:	OOOOo						
Cylinders, 22 and 35 x 32		4				4	0
TOTAL CONSOLIDATION		24	20		7	4	47
PACIFIC:	oOOOoo						
Cylinders, 20 x 26		3			3		6
Cylinders, 24 x 26		2			3		5
TOTAL PACIFIC		5			6		11
MALLET COMPOUND:	oOOOOOOo						
Cylinders, 23 and 35 x 32		0	10				10
Cylinders, 21 and 35 x 28		0			3		3
TOTAL MALLET		0	10		3		13
GRAND TOTAL		300	46	28	49	49	318
MOTOR CARS		0	4				4
TOTAL MOTOR CARS		0	4				4

CHICAGO GREAT WESTERN RAILROAD COMPANY

CARS OWNED AND CHANGES, YEAR ENDED JUNE 30, 1911

EXHIBIT 23

	Owned June 30, 1910	Added by Purchase During the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1911
PASSENGER EQUIPMENT:						
Baggage	28	6				34
Baggage and Mail	16		2			14
Baggage and Passenger	9		3			6
Baggage and Buffet	3					3
Baggage, Mail and Passenger	5		2			3
Business	4					4
Buffet and Chair	3					3
Chair	29	8				37
Dining	4					4
Observation, Cafe and Club	7	2				9
Passenger	65	5	8			62
Passenger and Smoker	0	2				2
Postal	3					3
Total Passenger	176	23	15			184
FREIGHT EQUIPMENT:						
Automobile	141		3	20		158
Box	9381	200	1848	1	19	7715
Caboose	151		1			150
Flat	827	105	9		3	920
Furniture	541		31			510
Gondola	432	400	39			793
Refrigerator	283	200	12			471
Stock	843		3			840
Total Freight	12,599	905	1,946	21	22	11,557
ROADWAY SERVICE EQUIPMENT:						
Auxiliary Tenders	3					3
Ballast	294		1			293
Ballast Distributing	9				9	0
Ballast Plows	0			6		6
Boarding	28		2	1		27
Cinder Cars	88		5			83
Derrick	9				2	7
Ditchers	3					3
Flangers	5					5
Hart Convertible Cars	195	5				200
Lidgerwood Unloader	3					3
Locomotive Crane and Clamshell	0	1				1
Locomotive Crane and Magnetic Loader	0	1				1
Miscellaneous (Other Roadway Cars)	2				1	1
Pile Drivers	3					3
Rail Loader	1					1
Roadway Gondola	28					28
Snow Plows	2	2				4
Steam Shovels	3					3
Spreaders	0			3		3
Scale Testing Car	0			1		1
Tool	24					24
Wrecking Crane	0			2		2
Total Roadway Service	700	9	8	13	12	702
Grand Total	13,475	937	1,969	34	34	12,443

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT CAR EQUIPMENT
CHANGES IN WEIGHT AND CAPACITY DURING YEAR ENDED JUNE 30, 1911

EXHIBIT 24

	Number of Cars	Average Weight Per Car (Pounds)	Total Capacity (Pounds)	Average Capacity Per Car (Pounds)
BOX CARS:				
June 30, 1910	9,381	30,821	582,080,000	62,048
June 30, 1911	7,715	32,450	510,870,000	66,218
Increase	*17.76%	5.28%	*12.23%	6.72%
FLAT CARS:				
June 30, 1910	827	23,920	57,740,000	69,818
June 30, 1911	920	26,560	62,280,000	67,695
Increase	11.24%	11.04%	7.86%	*3.04%
FURNITURE CARS:				
June 30, 1910	541	34,400	31,800,000	58,780
June 30, 1911	510	35,300	30,340,000	59,490
Increase	*5.73%	2.62%	*4.59%	1.21%
GONDOLA CARS:				
June 30, 1910	432	24,725	25,720,000	59,537
June 30, 1911	793	31,200	59,960,000	75,612
Increase	83.56%	26.19%	133.12%	27.00%
REFRIGERATOR CARS:				
June 30, 1910	283	35,333	16,540,000	58,445
June 30, 1911	471	41,000	27,940,000	59,320
Increase	66.43%	16.04%	68.92%	1.50%
STOCK CARS:				
June 30, 1910	843	30,640	50,580,000	60,000
June 30, 1911	840	29,998	50,400,000	60,000
Increase	*.35%	*2.10%	*.35%	
AUTOMOBILE CARS:				
June 30, 1910	141	35,900	10,460,000	74,184
June 30, 1911	158	36,200	11,460,000	72,531
Increase	12.06%	.83%	9.56%	*2.23%
TOTAL FREIGHT CARS:				
June 30, 1910	12,448	30,820	774,920,000	62,252
June 30, 1911	11,407	33,064	753,250,000	66,034
Increase	*8.36%	7.28%	*2.79%	6.07%
†BALLAST CARS:				
June 30, 1910	388	27,325	25,460,000	65,618
June 30, 1911	382	27,325	25,680,000	67,225
Increase	*1.55%		.86%	2.45%
†HART CONVERTIBLE CARS:				
June 30, 1910	195	42,800	15,600,000	80,000
June 30, 1911	200	42,800	20,000,000	100,000
Increase	2.56%		28.20%	25.00%
TOTAL CARS:				
June 30, 1910	13,031	31,762	815,980,000	62,618
June 30, 1911	11,989	33,589	798,930,000	66,639
Increase	*7.99%	5.75%	*2.09%	6.42%

†These are Roadway Service Cars, which are also used in Revenue Freight Service.
*Decreases.

EXHIBIT 25

ST. CHARLES HOTEL & PARK COMPANY

BALANCE SHEET JUNE 30, 1911

Cost of property		$ 27,770.36	Capital stock authorized	$ 36,000.00	
			Less capital stock not issued	7,300.00	$ 28,700.00
Cash		1,824.54			
Bills receivable		20.00	First mortgage		3,540.60
			Rents received in advance		50.00
			Taxes accrued		180.00
Profit and loss		2,963.87	Interest accrued on first mortgage		108.17
		$32,578.77			$ 32,578.77

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1911

EXPENSES		REVENUES	
Miscellaneous expenses	$ 24.80	Rent of grounds	$ 550.00
Taxes	398.39	Rent of houses	76.00
Interest on First Mortgage Note	175.61		
Balance (gain) carried to profit and loss	27.20		
	$ 626.00		$ 626.00

PROFIT AND LOSS ACCOUNT JUNE 30, 1911

Balance at debit June 30, 1910	$ 2,991.07	Balance (gain) brought over from income account.	$ 27.20
		Balance	2,963.87
	$ 2,991.07		$ 2,991.07
Balance at debit of profit and loss	$ 2,963.87		

EXHIBIT 26

IOWA TOWNSITE COMPANY

BALANCE SHEET, JUNE 30, 1911

Cost of property	$161,560.92		Capital stock	$ 10,000.00
Less cost of property sold	139,809.34	$ 21,751.58		
Excess lands—Mason City & Ft. Dodge R. R. Co.		3.00	Audited vouchers	3.00
Readlyn Creamery Co. stock		1.00	Mason City & Ft. Dodge R. R. Co.	3.00
Tenant Improvement Co. stock		400.00	Accrued taxes	300.00
Cash		6,357.01		
Bills receivable		10,244.21		
Accounts receivable		10.00	Profit and loss	28,460.80
		$ 38,766.80		$ 38,766.80

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1911

EXPENSES		REVENUES	
Sundry expenses	$ 58.86	Profit on sales	$ 2,683.35
Commissions allowed on lands sold	442.22	Rents received	226.45
Interest (net)	3,031.36	Dividends received	4.00
Taxes	1,207.56	Balance (loss) carried to profit and loss	1,826.20
	$ 4,740.00		$ 4,740.00

PROFIT AND LOSS ACCOUNT JUNE 30, 1911

Balance (loss) for year ended June 30, 1911, brought over from income account	$ 1,826.20	Balance at credit June 30, 1910	$ 30,287.00
Balance	28,460.80		
	$ 30,287.00		$ 30,287.00
		Balance at credit of profit and loss	$ 28,460.80

EXHIBIT 27

IOWA DEVELOPMENT COMPANY

BALANCE SHEET JUNE 30, 1911

Cost of various townsite properties	$133,691.70	Capital stock	$150,000.00
Less estimated cost of property sold	46,501.55	Taxes accrued	216.22
	$ 87,190.15		
Cash	33,653.92		
Bills receivable	8,243.47		
Profit and loss	21,128.68		
	$150,216.22		$150,216.22

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1911

EXPENSES		REVENUES	
Sundry expenses	$ 146.39	Rents received	$ 355.00
Commissions allowed on sales	3.25	Interest received	2,087.52
Loss on sales	24.00		
Taxes	747.91		
Balance (gain) carried to profit and loss	1,520.97		
	$ 2,442.52		$ 2,442.52

PROFIT AND LOSS ACCOUNT JUNE 30, 1911

Loss in the years 1899 and 1900	$ 40,000.00	Balance to credit June 30, 1910	$ 17,350.35
		Balance (gain) brought over from income account.	1,520.97
		Balance	21,128.68
	$ 40,000.00		$ 40,000.00
Balance at debit of profit and loss	$ 21,128.68		

EXHIBIT 28

LEAVENWORTH TERMINAL RAILWAY & BRIDGE COMPANY

BALANCE SHEET JUNE 30, 1911

Property account	$1,215,995.94	Capital stock	$600,000.00
Real estate	2,555.00	First mortgage 5% bonds	600,000.00
Cash	2,762.89	Audited vouchers	1,043.45
Central Trust Co. of New York (Cash),	4,870.07	Unpaid coupons (Including $15,000.00 payable July 1, 1911)	15,500.00
Central Trust Co. of New York (Interest Deposits)	15,500.00	C. G. W. R. R., advances	40,000.00
Central Trust Co. of New York (Securities in Sinking Fund)	40,000.00	Taxes accrued	2,698.14
Accounts Receivable	11,197.17	Profit and loss	33,639.48
	$1,292,881.07		$1,292,881.07

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30, 1911

EXPENSES		REVENUES	
Operating expenses	$ 1,133.59	Property rentals received	$ 37,636.21
Taxes	5,090.53	Bridge tolls	8,630.55
Interest on funded debt	30,000.00	Interest on sinking fund account	256.13
Other interest	1,751.25	Other interest	2,013.32
Balance (gain) carried to profit and loss	10,560.84		
	$ 48,536.21		$ 48,536.21

PROFIT AND LOSS ACCOUNT JUNE 30, 1911

Rentals erroneously accrued against C. G. W. R. R. Co. to June 30, 1910	$ 10,341.44	Balance to credit June 30, 1910	$ 37,894.16
Taxes for the six months ended June 30, 1910	2,700.00	Balance (gain) brought over from income account.	10,560.84
Other deductions	2,899.10	Interest on sinking fund account for the fiscal year ended June 30, 1910	1,125.00
Balance	33,639.46		
	$ 49,580.00		$ 49,580.00
		Balance at credit of profit and loss	$ 33,639.46

EXHIBIT 29

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARISON OF FREIGHT AND PASSENGER REVENUES FOR THE YEARS ENDING JUNE 30, 1911 AND 1910

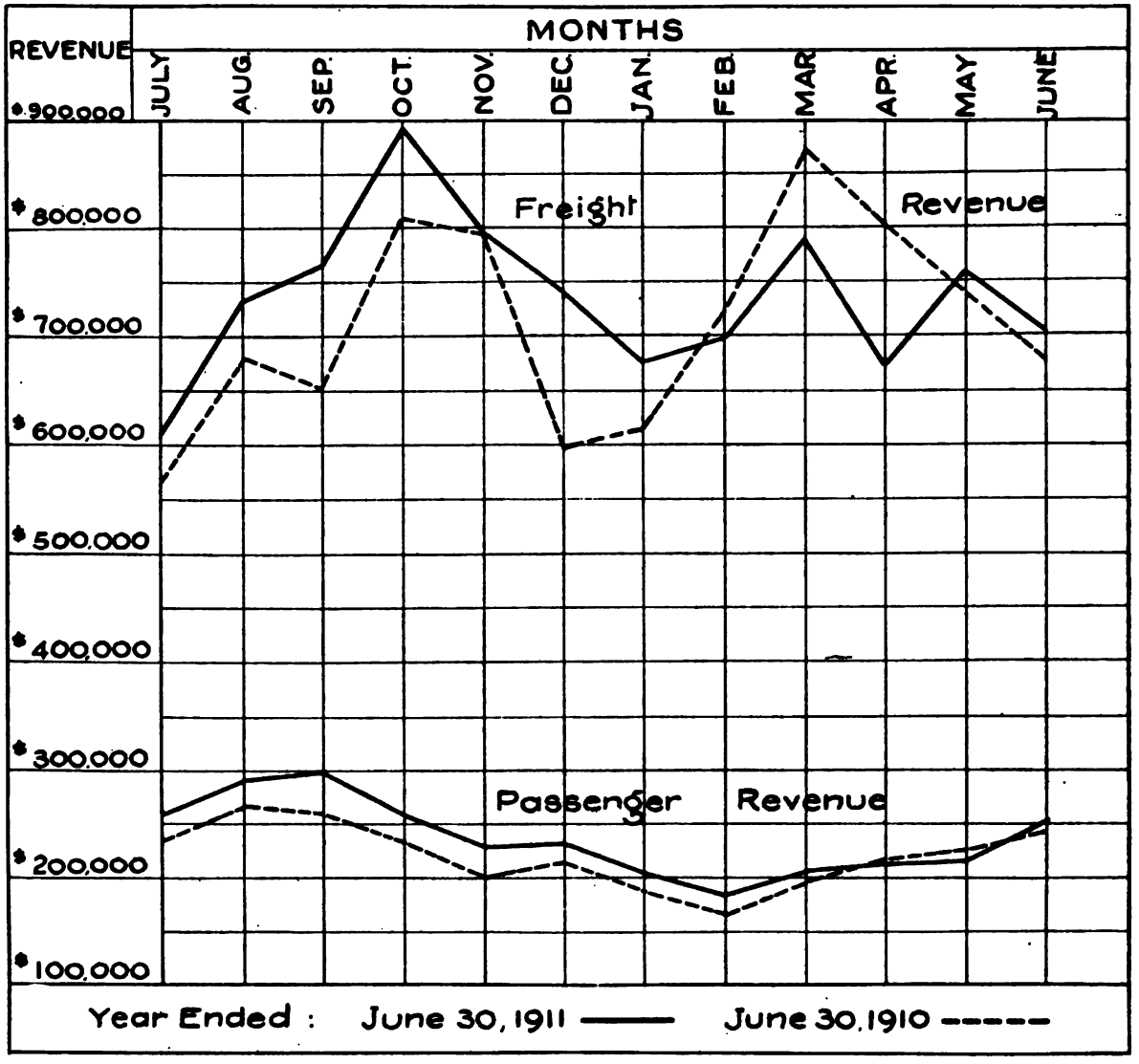


EXHIBIT 30

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARISON OF TOTAL OPERATING REVENUES, OPERATING EXPENSES, AND NET OPERATING REVENUES FOR YEARS ENDING JUNE 30, 1911 AND 1910

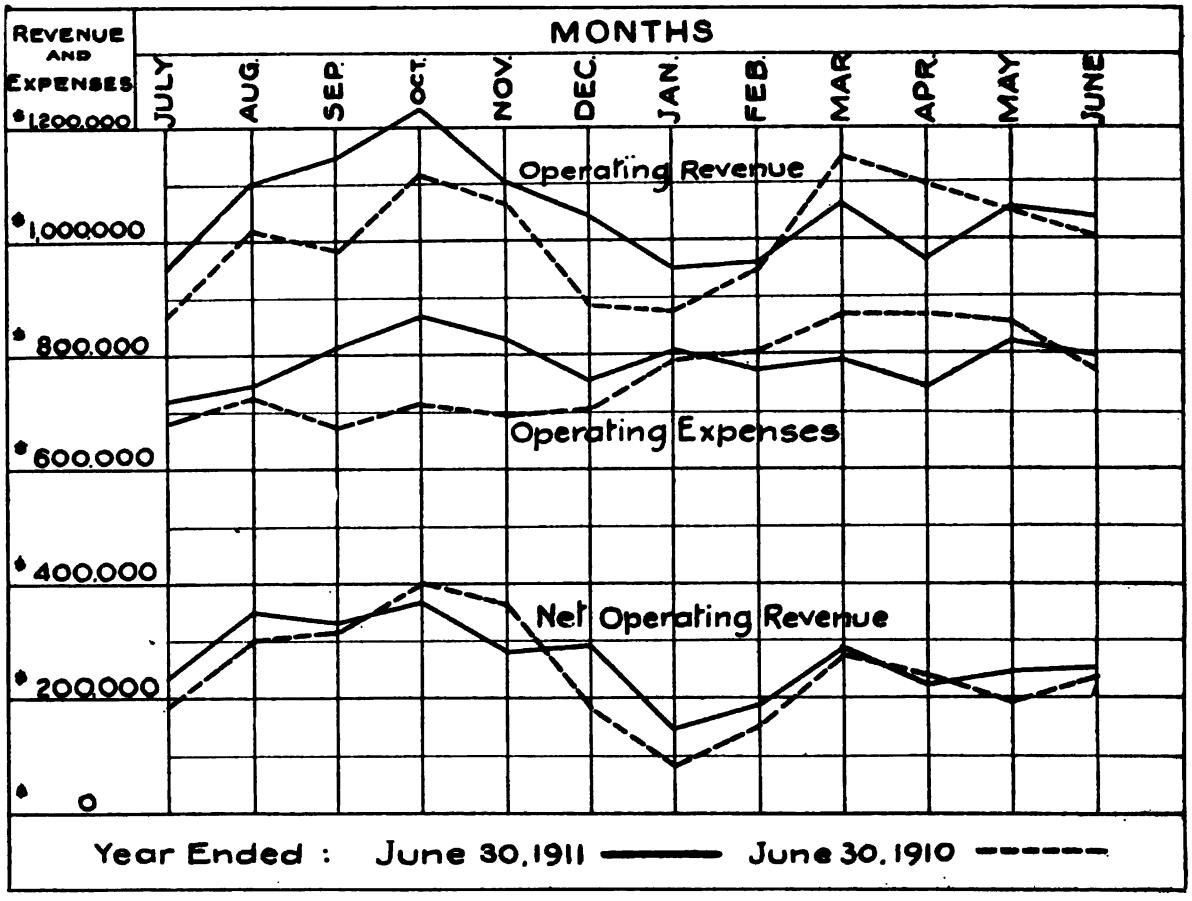


EXHIBIT 31

COMPARISON OF RATIO OF OPERATING EXPENSES, EXCLUSIVE OF TAXES, TO OPERATING REVENUE FOR YEARS ENDING JUNE 30, 1911 AND 1910

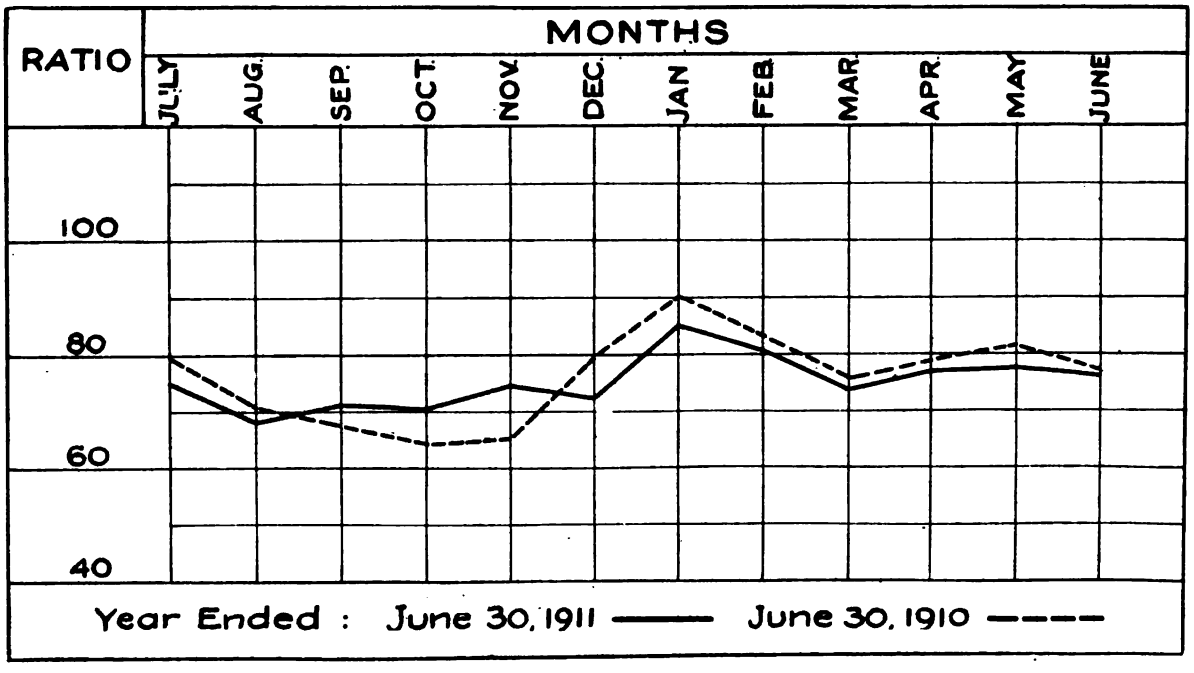
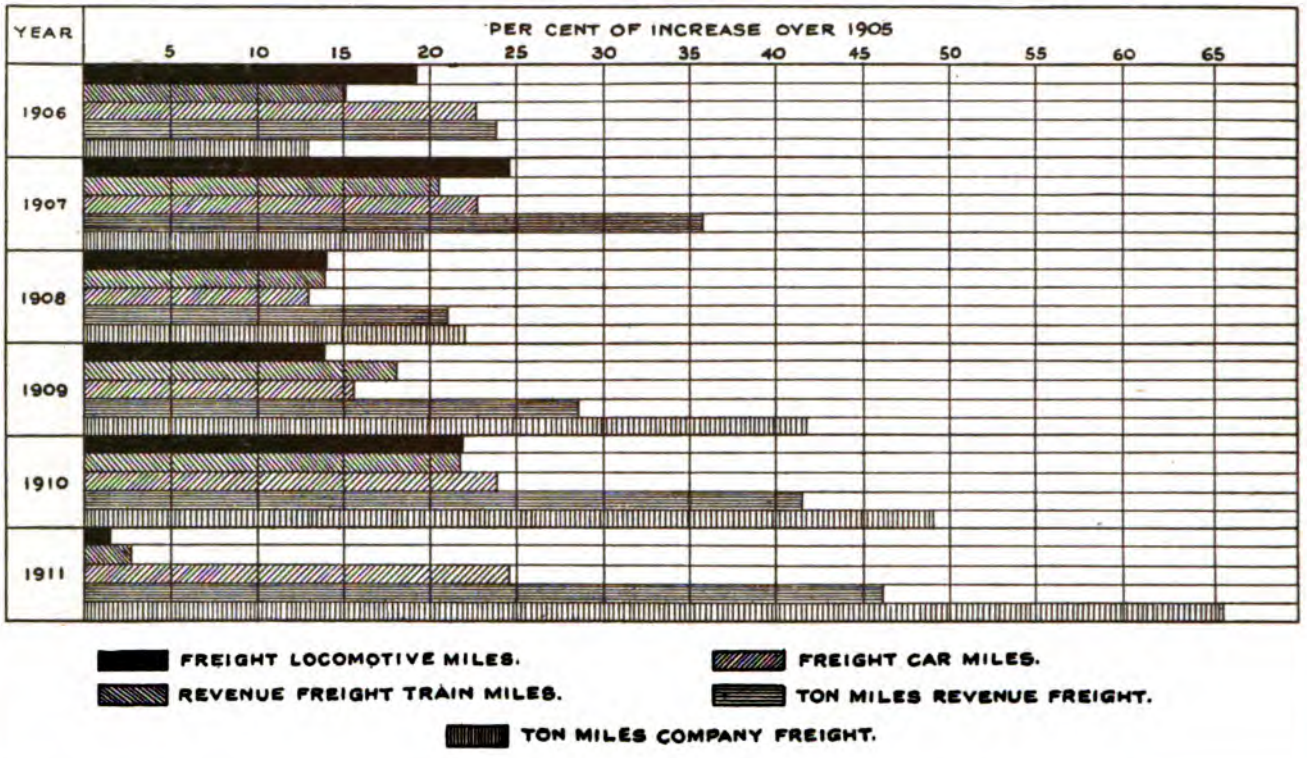


EXHIBIT 32

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OVER THE YEAR ENDED JUNE 30, 1905, IN MILES RUN BY LOCOMOTIVES IN FREIGHT TRAIN SERVICE, REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS, NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE AND NUMBER OF TONS OF COMPANY FREIGHT CARRIED ONE MILE



AVERAGE LADING PER TRAIN, LOCOMOTIVE AND CAR

ALL FREIGHT

EXHIBIT 33

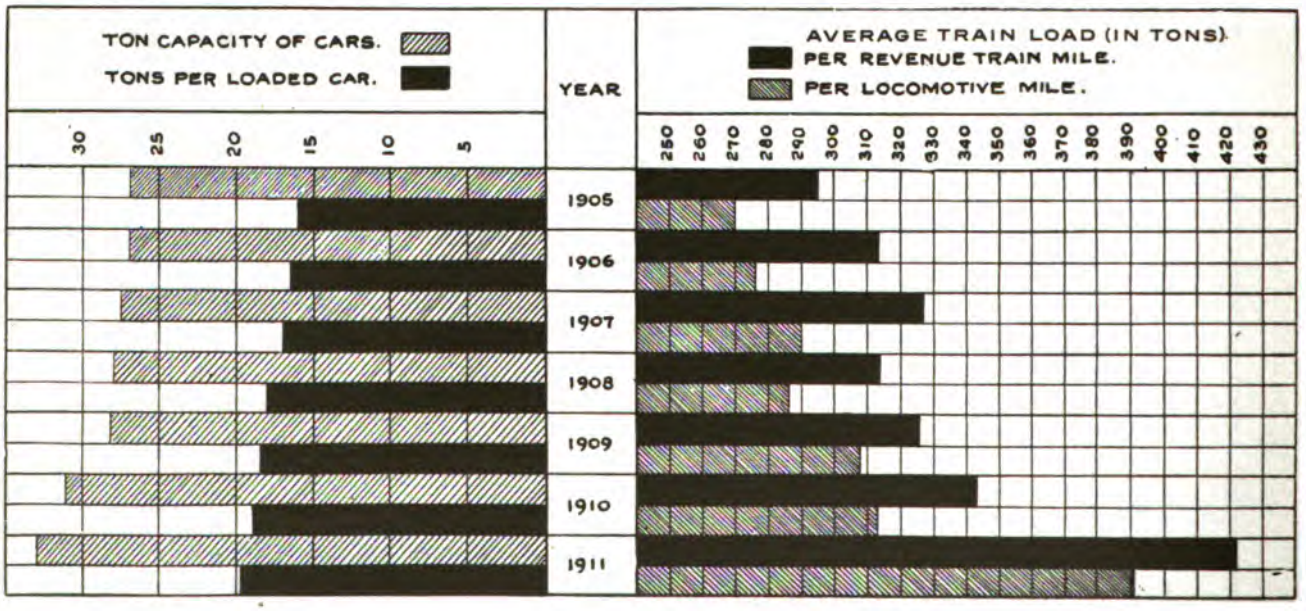
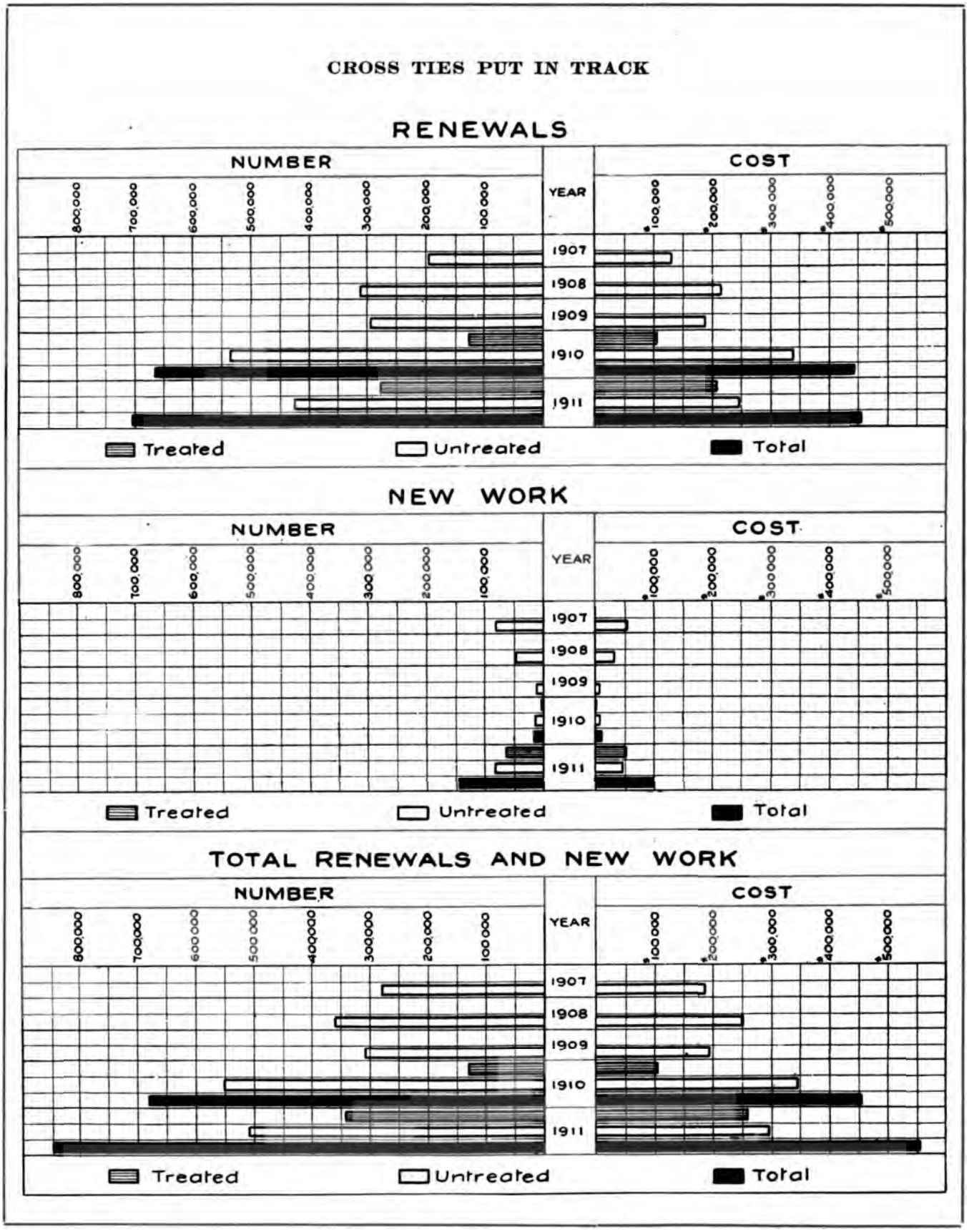


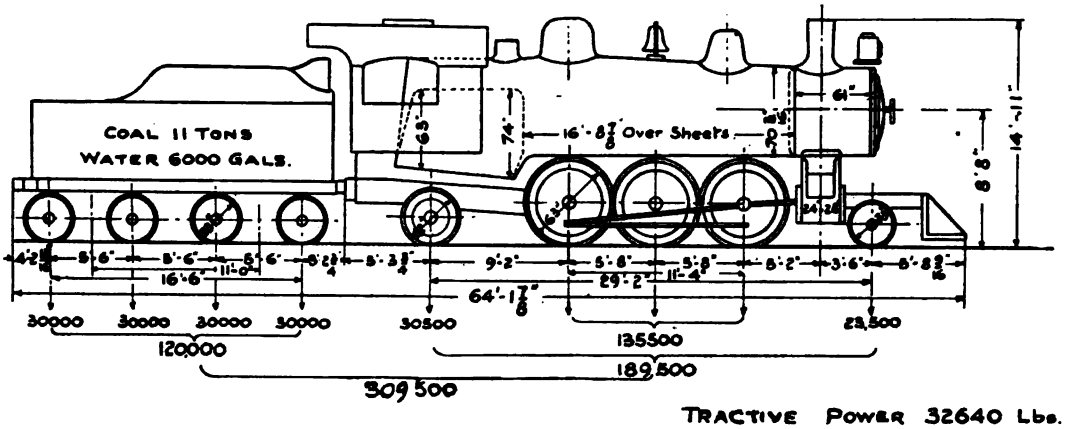
EXHIBIT 34

CHICAGO GREAT WESTERN RAILROAD COMPANY



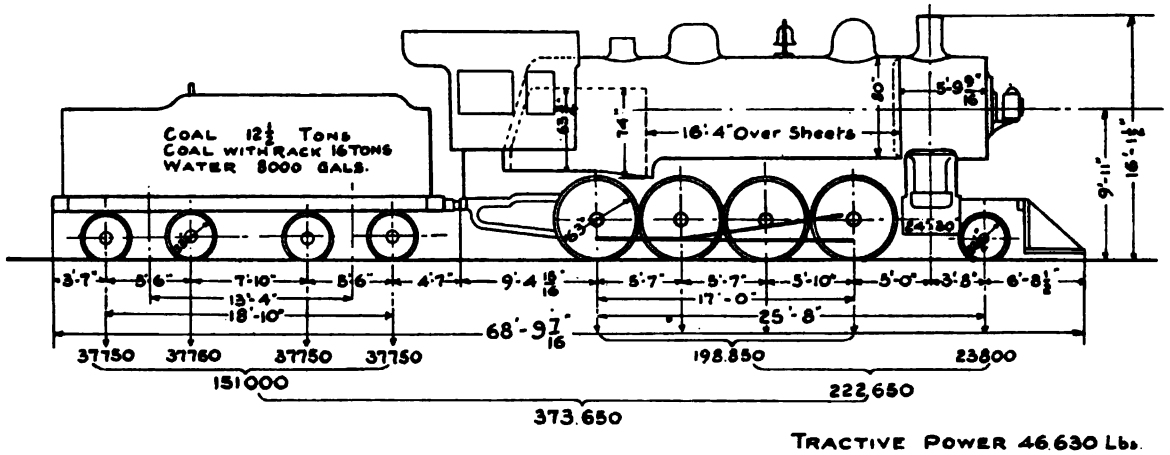
CHICAGO GREAT WESTERN RAILROAD COMPANY

PRAIRIE LOCOMOTIVE



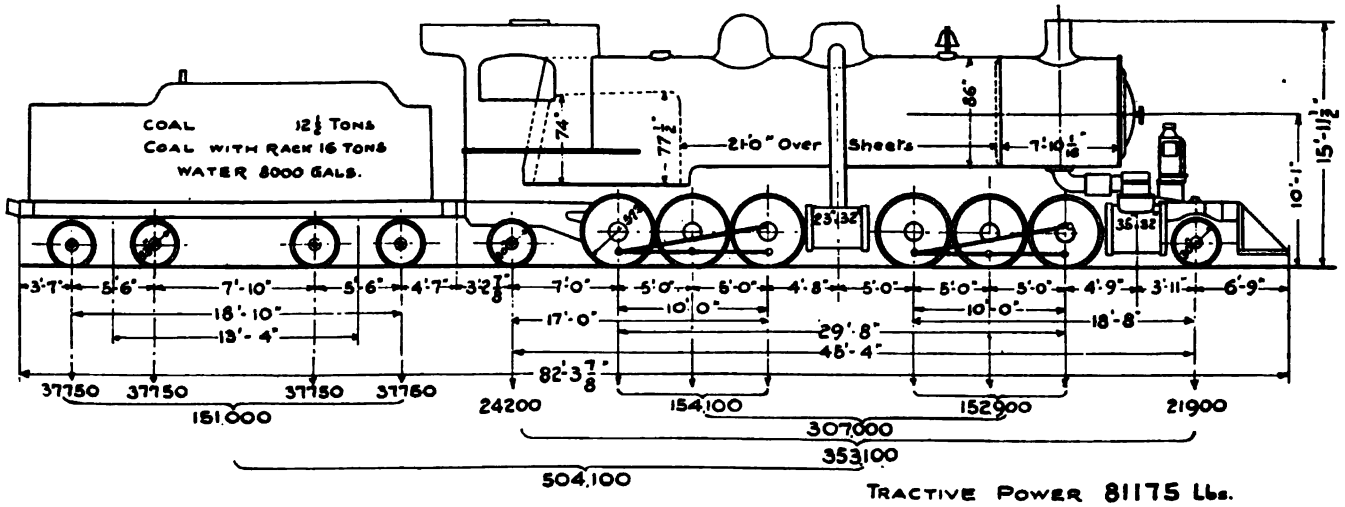
TRACTIVE POWER 32640 Lbs.

CONSOLIDATION LOCOMOTIVE



TRACTIVE POWER 46,630 Lbs.

MALLET LOCOMOTIVE

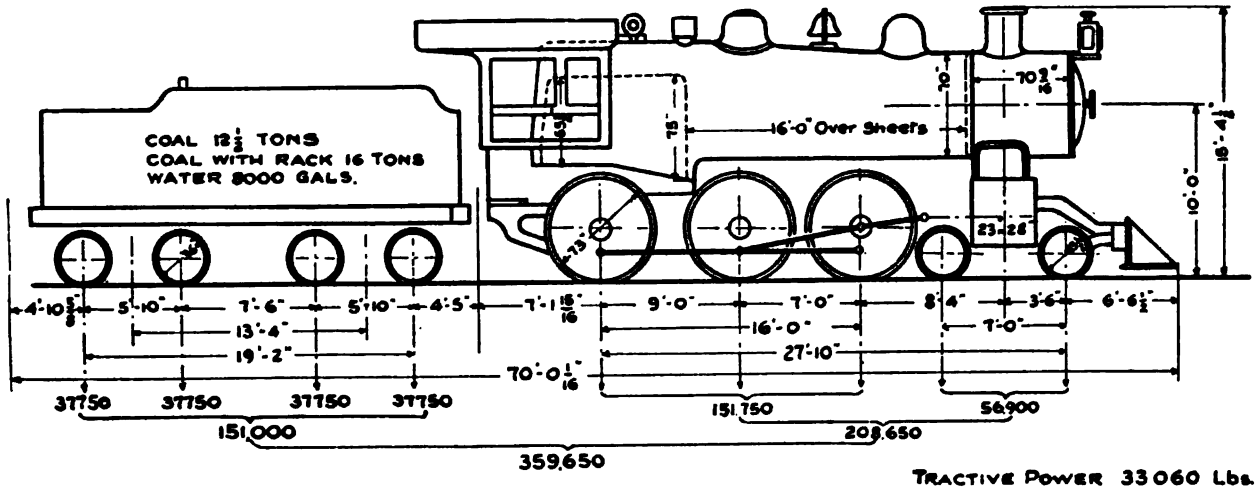


TRACTIVE POWER 81175 Lbs.

EXHIBIT 36

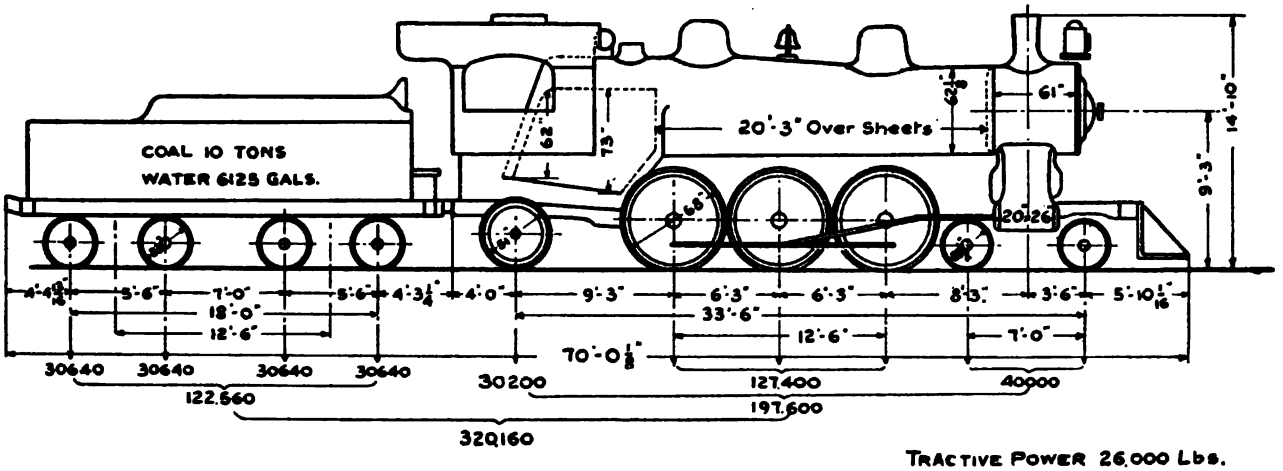
CHICAGO GREAT WESTERN RAILROAD COMPANY

10-WHEEL PASSENGER LOCOMOTIVE



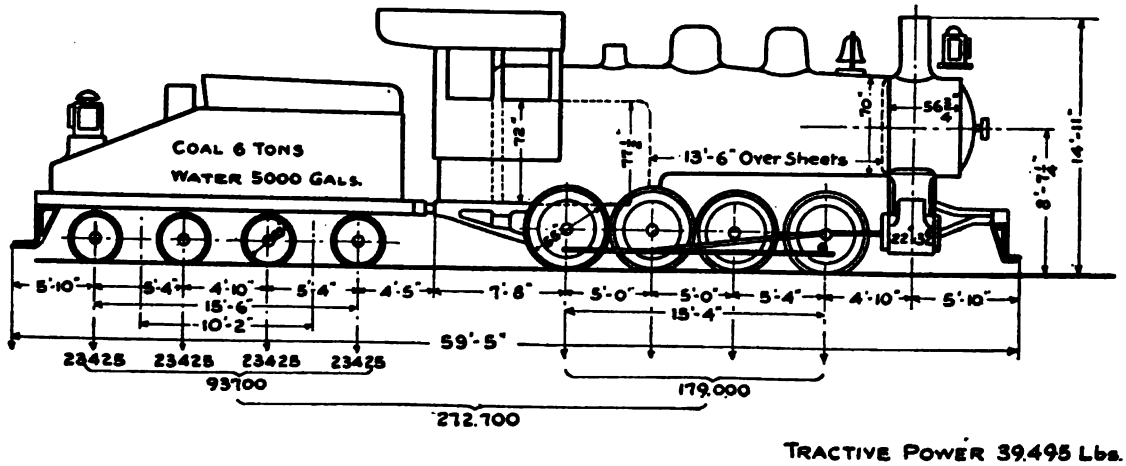
TRACTIVE POWER 33060 Lbs.

PACIFIC PASSENGER LOCOMOTIVE



TRACTIVE POWER 26,000 Lbs.

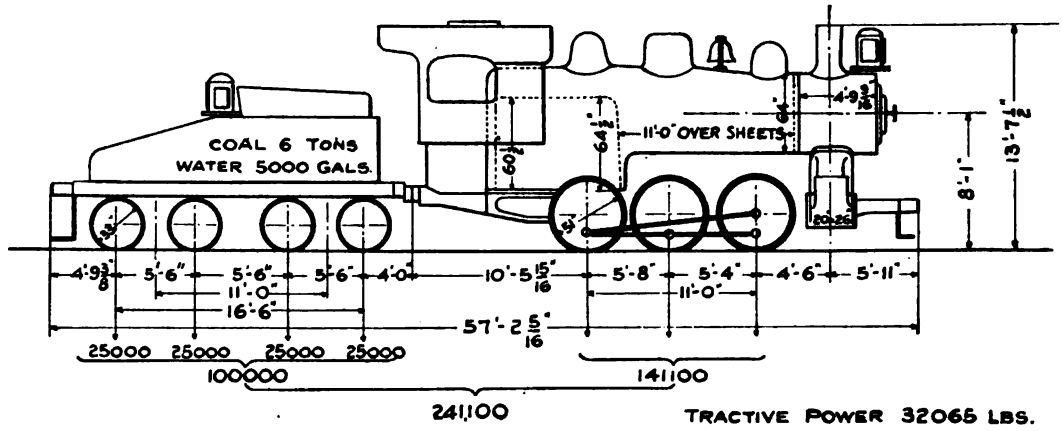
8-WHEEL SWITCH AND TRANSFER LOCOMOTIVE



TRACTIVE POWER 39,495 Lbs.

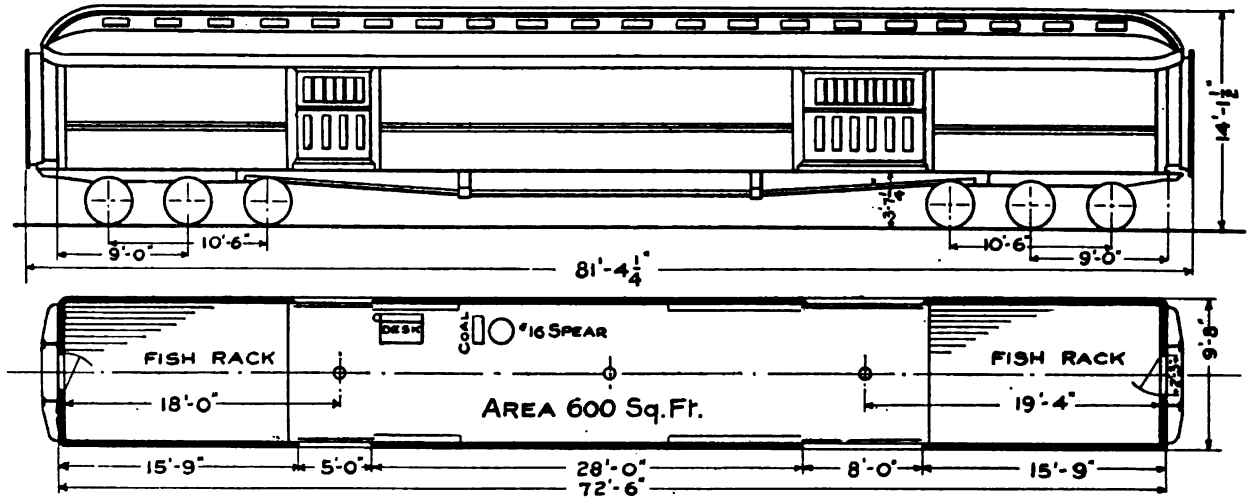
CHICAGO GREAT WESTERN RAILROAD COMPANY

6-WHEEL SWITCH LOCOMOTIVE

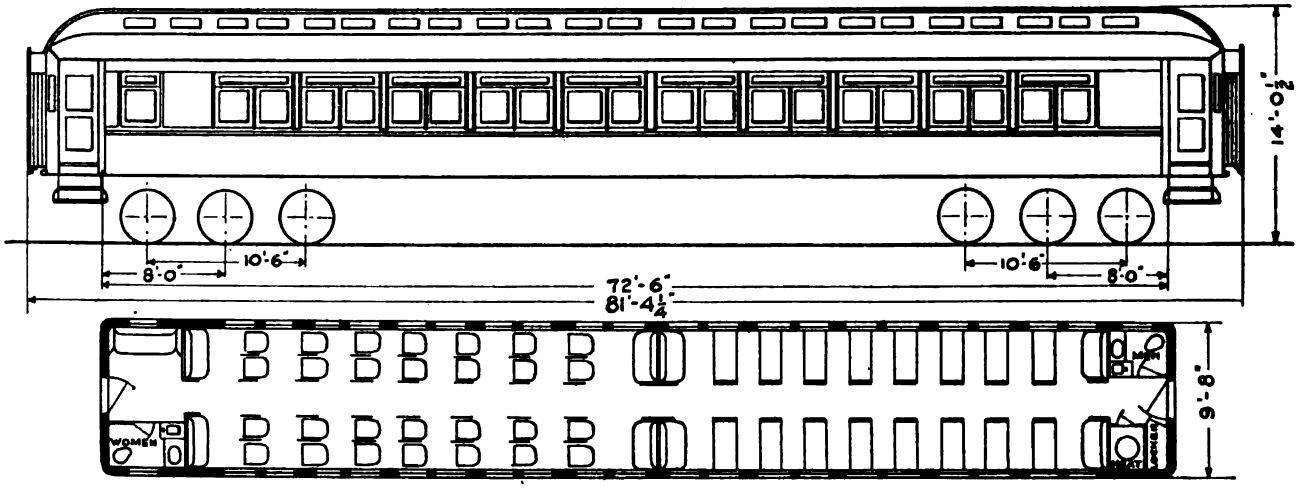


TRACTIVE POWER 32065 LBS.

STEEL BAGGAGE CAR



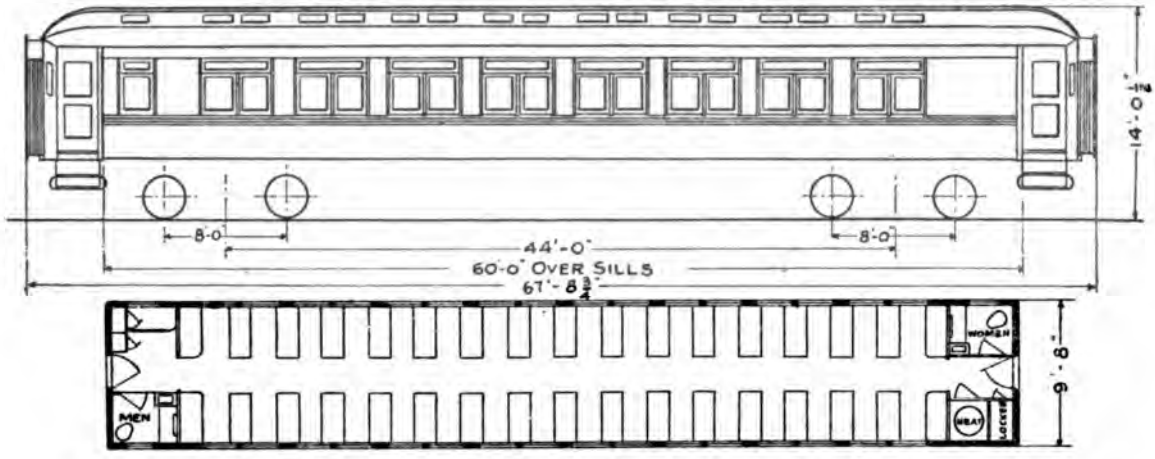
STEEL CHAIR CAR



CAPACITY 78 SEATS

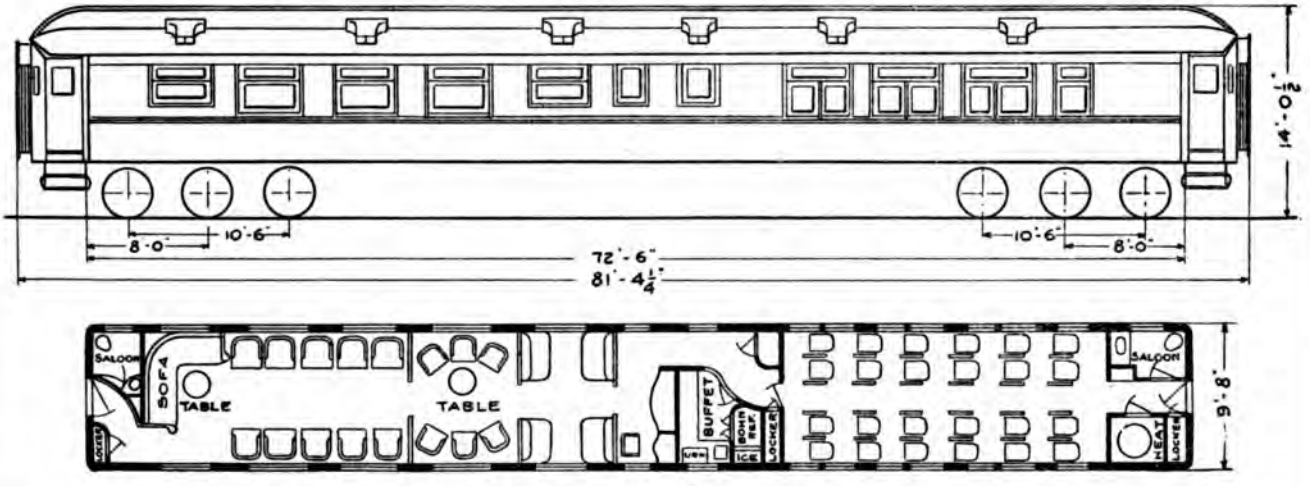
CHICAGO GREAT WESTERN RAILROAD COMPANY

60-FT. STEEL PASSENGER CAR



CAPACITY 70 SEATS

STEEL CLUB CAR



CAPACITY 54 SEATS

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THIRD ANNUAL REPORT

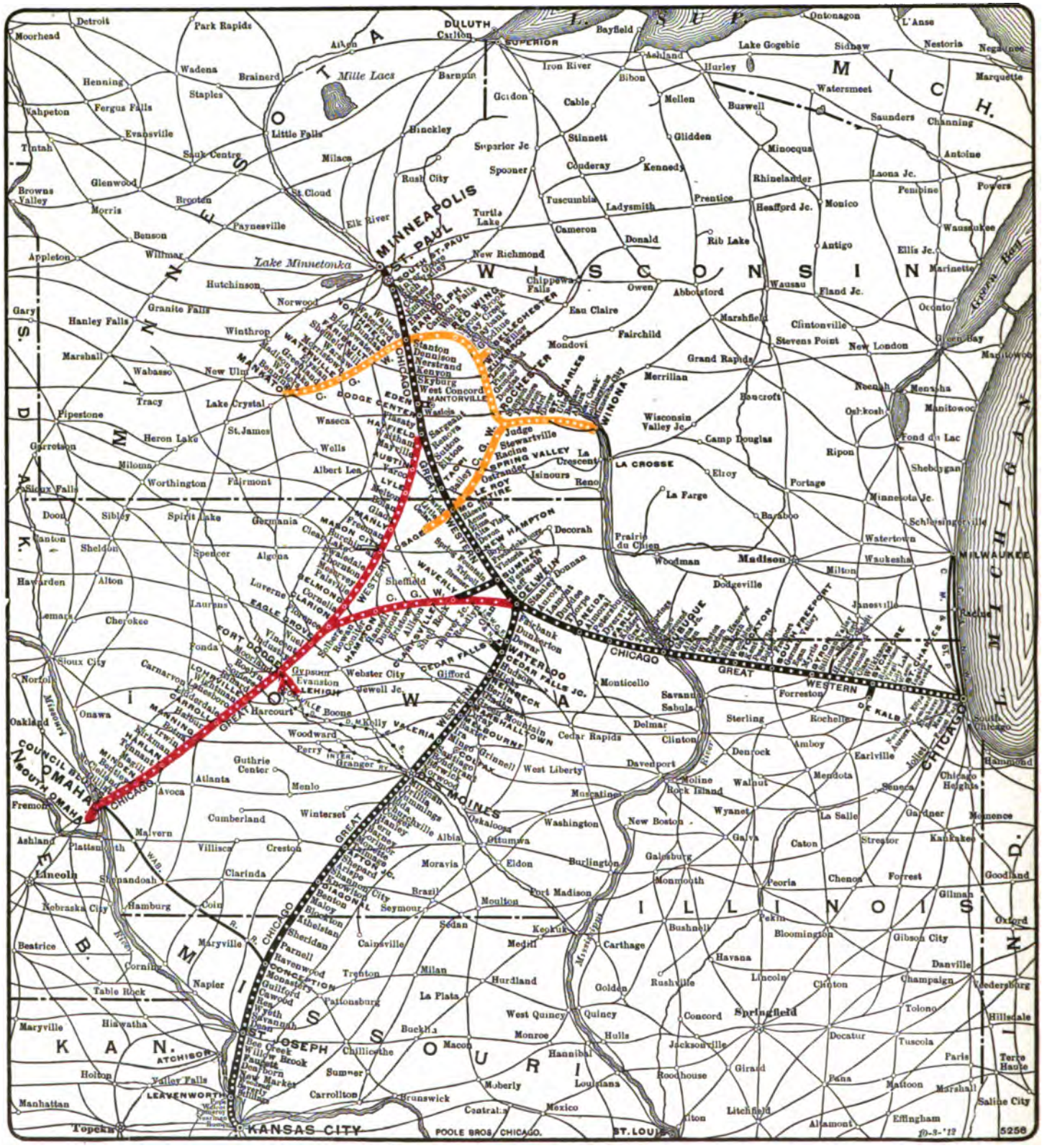
OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1912

CHICAGO, 1912


CHICAGO GREAT WESTERN RAILROAD
MASON CITY & FORT DODGE RAILROAD
WISCONSIN, MINNESOTA & PACIFIC RAILROAD
POOLE BROS. CHICAGO.
MINNEAPOLIS
ST. PAUL
DULUTH
SUPERIOR
KANSAS CITY
ST. LOUIS
CHICAGO
MILWAUKEE
OMAHA
DES MOINES
Mille Lacs
Lake Minnetonka

THIRD ANNUAL REPORT

OF

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1912

CHICAGO, 1912

BOARD OF DIRECTORS

		Term Expires
JAMES S. BELL	MINNEAPOLIS	1912
A. H. GILLARD	NEW YORK	1912
JOHN A. SPOOR	CHICAGO	1912
F. WEYERHAEUSER	ST. PAUL	1913
E. F. SWINNEY	KANSAS CITY	1913
E. N. HURLEY	CHICAGO	1913
SAMUEL M. FELTON	CHICAGO	1914
CHARLES STEELE	NEW YORK	1914
JOHN R. MORRON	NEW YORK	1914
C. H. CONOVER	CHICAGO	1915
CLYDE M. CARR	CHICAGO	1915
A. A. SPRAGUE II	CHICAGO	1915
E. C. FINKBINE	DES MOINES	1915

OFFICERS

SAMUEL M. FELTON	PRESIDENT
JOSEPH W. BLABON	VICE-PRESIDENT
JOHN BARTON PAYNE	GENERAL COUNSEL
J. F. COYKENDALL	SECRETARY AND TREASURER
CON. F. KREBS	AUDITOR
HIRAM J. SLIFER	GENERAL MANAGER
L. C. FRITCH	CHIEF ENGINEER
J. G. NEUFFER	SUPERINTENDENT OF MOTIVE POWER
OSCAR TOWNSEND	GENERAL FREIGHT AGENT
A. L. CRAIG	GENERAL PASSENGER AGENT
B. BRIARD	PURCHASING AGENT.

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1912

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended June 30, 1912.

MILES OF ROAD AND TRACKS OPERATED AT JUNE 30:

	1912	1911	Increase	Decrease
FIRST MAIN TRACK:				
Owned	756.01	750.20	5.81	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	378.13	378.13	.....	.....
Wisconsin, Minnesota & Pacific R. R.	277.43	277.43	.....	.....
*De Kalb & Great Western Ry.	.....	5.81	.....	5.81
Total	1,411.57	1,411.57	.....	.....
Trackage Rights Leased from Other Companies	84.65	84.65	.....	.....
Total First Main Track Operated	1,496.22	1,496.22	.....	.....
SECOND MAIN TRACK:				
Owned	57.43	57.43	.....	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	1.04	1.04	.....	.....
Total	58.47	58.47	.....	.....
Trackage Rights Leased from Other Companies	46.90	46.90	.....	.....
Total Second Main Track Operated	105.37	105.37	.....	.....
SIDE TRACKS:				
Owned	360.04	353.45	6.59	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	103.45	103.88	.....	.43
Wisconsin, Minnesota & Pacific R. R.	38.20	39.08	.....	.88
*De Kalb & Great Western Ry.	.....	2.14	.....	2.14
Total	501.69	498.55	3.14	.....
Trackage Rights Leased from Other Companies	35.79	45.44	.....	9.65
Total Side Tracks Operated	537.48	543.99	.....	6.51
TOTAL ALL TRACKS:				
Owned	1,173.48	1,161.08	12.40	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	482.62	483.05	.....	.43
Wisconsin, Minnesota & Pacific R. R.	315.63	316.51	.....	.88
*De Kalb & Great Western Ry.	.....	7.95	.....	7.95
Total	1,971.73	1,968.59	3.14	.....
Trackage Rights Leased from Other Companies	167.34	176.99	.....	9.65
Total All Tracks	2,139.07	2,145.58	.....	6.51

Details of the mileage are shown in Exhibit No. 1, page 25.

*The railroad and property formerly of the De Kalb & Great Western Railway Company, was purchased by the Chicago Great Western Railroad Company on December 21, 1911.

INCOME.

The Income results for the year ended June 30, 1912, were as follows:

RAIL OPERATIONS:	
Operating revenues	$ 12,795,242.13
Operating expenses	10,006,233.45
Net operating revenue	$ 2,789,008.68
OUTSIDE OPERATIONS (net deficit)	1,754.66
Total net revenue	$ 2,787,254.02
TAXES	406,724.66
Operating income	$ 2,380,529.36
OTHER INCOME	126,570.87
Total income	$ 2,507,100.23
CHARGES:	
Interest on Chicago Great Western Railroad Company bonds	$ 917,500.00
Interest on Mason City & Ft. Dodge Railroad Company bonds. (See Note)	480,000.00
Interest on Wisconsin, Minnesota & Pacific Railroad Company bonds (See Note)	232,440.00
Other Interest	2,147.01
Rentals paid for tracks, yards and other facilities	598,191.79
Hire of Equipment (balance)	75,904.76
Miscellaneous	17,307.66
Total charges	$ 2,323,491.22
Surplus	$ 183,609.01

NOTE.—The interest on the bonds of the Mason City and Ft. Dodge R. R. Co. and of the Wisconsin, Minnesota and Pacific R. R. Co. are not obligations of the Chicago Great Western R. R. Co. unless earned under the terms of and as provided in the leases of the two properties.

For detailed and comparative statements of the Income, see Exhibits 2 and 3, on pages 26 and 27.

OPERATING REVENUES:

The total Operating Revenue of the system for the year amounted to $12,795,242.13, against $12,618,641.94 for the year 1911; an increase of $176,600.19, or 1.4%.

In view of the extraordinary weather conditions throughout the year, this showing may be considered fair, as out of the nine principal Missouri River Lines so-called, the Great Western is the only one showing an increase for the year.

The excessively hot and unfavorable weather in the spring and summer of 1911, in its effect on the crops, made itself felt in diminishing increases of revenues during the first half of the fiscal year, July to December, inclusive; and while the total increase in those six months was nearly $187,000 over the corresponding six months of the preceding year, or 2.8%, it was at the same time very much under the increase for the same six months in 1910, as compared with the corresponding period in 1909, that increase being $666,551, or 11.2%.

The same condition had its influence also upon the revenues of the second half of the year, January to June, inclusive. But, in addition to that, and beginning with the first of January, the second half of the year experienced an exceptionally severe and long winter of recurring heavy snow falls and extremely cold weather, which continued practically throughout the entire months of January, February and March, and into April; and this, besides necessitating heavy extra expenses, caused further diminution of revenues, it being necessary on several occasions to suspend the receipt of traffic because it could not be handled without extraordinary delays and undue risk of loss and damage.

Reference is invited to Exhibit 14, page 39, showing the revenues for the eight years ended June 30, 1912, and the improvements therein during the last three years, as compared with the years prior thereto. Also to the graphic chart on page 48, showing the rise and fall from month to month in the revenues from freight and passenger traffic, respectively, in the last three years.

In connection with the revenue accounts the following facts are noted:

FREIGHT TRAFFIC:

The Freight Revenue for the year amounted to $8,879,747.62, as compared with $8,820,370.47 for the preceding year, an increase of $59,377.15, or .67 of one per cent.

Of this increased revenue, $42,130.13 came from transportation of Products of Agriculture, including grains, flour and other mill products; hay, tobacco, cotton and vegetables (fresh, canned and dried), the net increase in tonnage of which was 103,586.

$12,789.52 of the increase came from Products of Animals, including horses, cattle, sheep, hogs, dressed meats and other packing house products, wool, hides, leather, etc.

$11,409.01 of the increase came from Products of Forests.

$25,917.62 came from Products of Mines, including hard and soft coal, coke, ore, bullion, asphaltum, clay, stone, sand, salt and other mineral products.

$10,655.09 came from Manufactures.

In merchandise and miscellaneous traffic, there were diminished tonnages, causing decreases in the Freight Revenue, as compared with last year, of $43,524.22.

For a detailed statement of the tonnage of each commodity, as compared with the tonnage a year ago, see Exhibit 13, page 38.

The aggregate of the revenue tonnage carried during the past year was 5,054,478 tons, as compared with 5,023,079 tons in the previous year—the increase being 31,399 tons.

The tons-one-mile of revenue freight diminished from 1,227,893,035 in the year 1911, to 1,225,238,896 in 1912, a decrease of 2,654,139, or .22 of one per cent.

The revenue per ton per mile in the year 1912 was 7.25 mills, as compared with 7.18 mills in the previous year, an increase of .07 mills, or .97 of one per cent.

The revenue per freight train mile in the year 1912 was $2.90, as compared with $2.65 in the preceding year, an increase of 9.43%.

See Exhibit 10, page 34, for comparative freight traffic statistics.

PASSENGER TRAFFIC:

The revenue from passenger traffic during the past year was $2,891,153.43, which is $46,682.98, or 1.64% more than that of the preceding year.

This increase for the year is shown, notwithstanding conditions which have operated to reduce travel and revenue, as follows:

Besides the decreased travel attributable to the unusual weather of last winter, there was a decrease in the travel between Savannah and St. Joseph, Mo., involving an estimated loss of $13,000 in the revenue for the year, due to competition of the electric line between those points. There was an estimated loss of over $23,000 in the revenue from immigrant travel received from eastern connections, explained by the fact that a greater portion than formerly of the immigrants brought into this country during the year located in the eastern states; and a further loss, estimated at about $3,000, is attributable to the closing of the coal mines at Norwoodville and Lehigh for two months of the year.

The summaries and results of the passenger traffic, as compared with those of the preceding year, are as follows:

The number of passengers carried decreased 151,357, or 5.71%, the total number carried in 1912 being 2,500,014, against 2,651,371 carried in the previous year.

The revenue passengers carried one mile decreased from 149,225,662 in the preceding year, to 143,642,671 in the past year, a decrease of 5,582,991, or 3.74%.

The revenue per passenger mile for the year 1912 was 2.013 cents, as compared with 1.906 cents for the preceding year, an increase of 0.107 cents or 5.61%.

The Passenger Revenue per passenger-train mile increased from 92 cents in the year 1911, to 94 cents in the past year, an increase of 2.17%.

The revenue from all passenger train service (including passengers carried, mail, express, etc.), per passenger train mile, increased from $1.15 in the year 1911, to $1.18 in the past year, or 2.61%; and this result has been accomplished notwithstanding a decrease in passenger train miles, of 17,656, or .57 of one per cent.

See Exhibit 10, page 34, for comparative passenger traffic statistics.

MAIL REVENUE:

In Mail Revenue there was an increase in the year 1912, as compared with the preceding year, of $14,115.17, which has resulted from increased compensation for the general service on the company's lines, allowed from July 1, 1911, by the Post-Office Department, following the regular quadrennial weighing of the mails in February, 1911.

EXPRESS REVENUE:

The revenue from this source for the year 1912 was $346,370.05, as compared with $325,000.03 for the preceding year, an increase of $21,370.02, or 6.58%. This increase is due, in the main, to the increased volume of Express matter carried by your Company's lines under its contract with the Wells, Fargo & Co.

MISCELLANEOUS REVENUE:

In the revenue from Excess Baggage, there was a decrease of $1,404.90 under that of the preceding year, due principally to a reduction in the number and weight of commercial travelers' sample trunks handled during the year.

In the Milk Revenue (on passenger trains) there was a decrease of $4,495.14, due to decrease in shipments.

In the Other Passenger Train Revenue there was a decrease of $2,869.04.

In Switching Revenue there was an increase of $31,978.94, or 22.54%.

In Car Service Revenue there was a decrease of $2,782.35, due to the more prompt loading and unloading of cars by shippers and consignees, which avoided the payment by them of Car Service charges.

The Company has derived from rental of right-of-way and lands, not immediately required for its own purposes, an increased income of $21,673.09 during the year, over that in the preceding year, and a gain over 1909 of $51,010.34.

For comparison of the revenue accounts in detail, see Exhibit 2, page 26.

RECONSTRUCTION AND MAINTENANCE OF WAY AND STRUCTURES.

The reconstruction of the line has been vigorously continued during the present year.

The work done on the roadbed and track during the year ended June 30, 1912, is as follows:

BALLAST:	
Miles of track reballasted with gravel	106.77
Miles of track reballasted with rock	7.42
Miles of track reballasted with other material	9.71
Total miles of track reballasted	123.90
BRIDGES, TRESTLES AND CULVERTS:	
Lineal feet of bridges, trestles and culverts rebuilt or replaced	15,588.00
ROADBED:	
Miles of roadbed widened and grades rectified	55.20
Miles of ditching for roadbed drainage (track miles)	16.79
Number of cuts widened	66 00
Cubic yards of material moved	87,000 00
Miles of right of way fencing rebuilt (track miles)	40 44
Cross Fences and Cattle Guards	240.00
RAILS:	
Miles of track relaid with new 85-lb. steel rail	17.93
Miles of track relaid with 75-lb. relaying steel rail	5.39
Total miles of track relaid	23.32
CROSS TIES PUT IN TRACK:	
Total number treated cross ties	53,919
Total number untreated cross ties	216,245
Total number of cross ties put in track	270,164
Equal to miles of continuous track	95.82
TIE PLATES AND RAIL JOINTS:	
Total number of new tie plates	29,009
Equal to miles of continuous track	5,121
Total number of new rail joints	14,983
Equal to miles of continuous track	41.20

As compared with the expenses in the preceding year, there were extraordinary increases in the expenditures chargeable to Maintenance of Way and Structures, as follows: For Removal of Snow and Ice, $71,820.00; for Extraordinary Repairs of Roadway and Track, $11,237.00; for Repairs to Telegraph and Telephone Lines, $5,657.00; for Roadway, Tools and Supplies, $10,371.00; all of which are attributable to the unusual weather of the winter. However, as a result of work done upon the roadway and tracks in the preceding two years, the foregoing extraordinary expenses were more than offset by decreases in the expenses for other accounts under Maintenance of Way and Structures.

See Exhibits Nos. 16 to 22, inclusive, pages 41 and 42, describing the physical characteristics and condition of the property on June 30, 1912. See also pages 8, 9 and 10 in respect to additions, grade changes, etc.

RECONSTRUCTION AND MAINTENANCE OF EQUIPMENT.

The rehabilitation of equipment acquired with the railroad on September 1, 1909, has been continued throughout the past year.

During the year 5 more of the Prairie type engines were converted into Pacific type engines by lengthening their boilers and substituting 4-wheel for 2-wheel trucks under the front end. A superheater also was applied to one of the engines thus converted.

Seven Prairie type freight engines, which were formerly equipped with tandem compound cylinders, and which were in such condition as to practically require their replacement, were changed to Simple type engines by removing their high-pressure cylinders. Those engines are now more suitable for the requirements of the road, and their future cost of maintenance will be considerably less.

Of undesirable equipment there have been sold during the year 34 locomotives, 10 passenger-train cars and 267 freight-train cars.

There have been dismantled also 1 locomotive, 2 passenger-train cars, and 256 freight-train cars.

There have been purchased during the year:

415 steel hopper bottom gondola cars, of 100,000 tons capacity each.

1 15-ton locomotive crane with clamshell loader.

182 locomotives received heavy repairs, and 32 locomotives received light repairs, at the average cost of $2,211.53 for the former, and $441.41 for the latter.

The average mileage per serviceable locomotive for the year was 33,423, while for the preceding year it was 32,630 miles.

55 passenger-train cars received heavy repairs or rebuilding, and 81 received light repairs, at the average cost of $1,136.27 for the former and $218.96 for the latter.

Of freight-train cars, 38,289 received heavy repairs or rebuilding, and 76,577 received light repairs during the year.

Derailments and break-downs resulting from the heavy snow falls and severely cold weather of last winter, also caused extra expenses for Maintenance of Equipment. In the account of Locomotive Repairs there was an increase of nearly $92,000.00, as compared with the preceding year; in the Repairs of Passenger Train Cars there was an increase of over $15,000.00; and in the Repairs of Freight Train Cars there was an increase of nearly $91,000.00.

The changes in the equipment between July 1, 1911, and June 30, 1912, were as follows:

	DEDUCTIONS		ADDITIONS	
	Sold or Destroyed	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	35	27		27
Baggage and Mail Cars	2			
Dining Cars	1			
Passenger Coaches	9			
Automobile Cars	1	1		11
Box Cars	391	23		
Caboose Cars	12			
Flat Cars	28	4		
Furniture Cars	14			1
Gondola Cars	58	1	415	
Refrigerator Cars	15			
Stock Cars	4			
Boarding Cars	9			11
Cinder Cars	9			
Ditchers	1			
Flangers	1	1		1
Lidgerwood Unloader	1			1
Locomotive Cranes			1	
Locomotive Crane and Clamshell			1	
Roadway Gondola Cars	12			
Tool Cars	1			1
Work Cars				4

The number and capacity of locomotives and cars in service June 30, 1912, and June 30, 1911, respectively, were as follows:

	On June 30, 1912	On June 30, 1911	Increase	Decrease	Percent
Locomotives	283	318		35	11.01
Total weight, excluding tenders (tons)	24,537.30	26,084.15		1,546.85	5.93
Total weight on drivers (tons)	19,548.03	20,817.25		1,269.22	6.10
Total tractive power (tons)	4,560.35	4,716.12		155.77	3.30
Passenger train cars	172	184		12	6.52
Total seating capacity	6,518	8,725		2,207	25.30
Freight train cars (including cabooses)	11,432	11,557		125	1.08
Total capacity (tons), (excluding cabooses)	385,210	376,625	8,585		2.28
Average capacity (tons), (excluding cabooses)	34.11	33.02	1.09		3.30
Road service cars	687	702		15	2.14

The apparent decreases indicated in this table are explained partly by the fact that at the beginning of the year there remained on hand some of the light and unserviceable equipment acquired from the Receivers on September 1, 1909, the disposition of which had been anticipated by the purchase of new equipment during 1910 and 1911, but which has been actually disposed of only during the past year; also by the fact that some of the equipment which has been sold and dismantled during the past year, and which was to be replaced by new equipment, had not yet been replaced when the year closed; as, for instance, ten new locomotives of improved type, purchased in partial substitution for those sold and discarded during the year, have been received since the close of the year.

The following table of the equipment as of September 1, 1909, and June 30, 1912, is inserted for comparison and better study of the conditions. It will be noticed that while there have been reductions in the numbers of some classes of equipment, there have been, at the same time, substantial increases in the efficiency and capacity:

Equipment Acquired September 1, 1909.		June 30, 1912
Number of locomotives	300	283
Total weight, exclusive of tenders (tons)	20,403.50	24,537.30
Total weight on drivers (tons)	15,334	19,548.03
Total tractive power (tons)	3,525.80	4,560.35
Number of passenger train cars	178	172
Total seating capacity	7,750	6,518
Number of freight train cars (including cabooses)	10,839	11,432
Total capacity (tons), (excluding cabooses)	301,080	385,210
Average capacity (tons), (excluding cabooses)	28.13	34.11
Number road service cars	381	687

TRANSPORTATION EXPENSES:

The Transportation Expenses in the year 1912 increased $526,975.81 over those in 1911.

The greater part of this increase is attributable to the exceptionally severe winter weather throughout the months of January, February and March. As a result of this weather, our transportation service was practically paralyzed.

In the expenditures for coal for locomotives there was an aggregate increase of $135,780, of which $20,000 to $25,000 is attributable to extra consumption necessitated by the exceptionally cold weather; the remainder being due mainly to the increased prices paid for coal.

Approximately $100,000 was added to the cost of the company's coal supply for the year, by the demands of miners for increased wages. A considerable portion of this added expense was incurred in purchasing extra supplies of coal at high, but best obtainable prices, ranging from $2.30 to $3.95 per ton, outside of the company's usual sources of supply; and, in addition thereto, considerable expense had to be incurred in establishing temporary storage facilities for storing the extra supply of coal purchased; also for the extra handling and rehandling of the coal so stored.

For heating and lighting stations and for incidentals at stations, there was an increased expense of more than $7,000; for wages of yard conductors, brakemen, enginemen and switchmen, there was an increased expense of upwards of $16,000; for wages of road enginemen there was an increased expense of $13,000; for heating and lighting cars there was an increased expense of $7,400; for miscellaneous train expenses there was an increase of over $29,000; for clearing wrecks there was an increased expense of nearly $12,000; for loss and damage of freight the increase in payments amounted to more than $120,000; the increase in payments for personal injuries was upwards of $126,000.

For comparative statement of the Operating Expenses in detail, see Exhibit 11, pages 35 and 36.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

Forest Park.—A frame station 16 x 34 feet in size is in process of construction, to accommodate suburban traffic in the vicinity of Forest Park.

Stockton.—During the year five stalls have been added to the roundhouse.

Fair Grounds.—A two-stall brick engine house has been erected.

Oelwein.—The following extensions and improvements of the shops and roundhouse were completed during the year:

(*a*) An addition to the Machine-erecting shop, 78 x 100 feet, brick construction on concrete foundations, steel and tile roof, and creosoted-wood block floor. This addition is equipped with a 150-ton Gantry crane for use in dismantling locomotives which require general repairs.

(*b*) A tool room addition to the machine-erecting shop, 35 x 78 feet, brick walls on concrete foundations, steel roof-trusses with tar and gravel roof, and creosoted-wood block floor.

(*c*) An oil house extension 32 x 50 feet, brick walls on concrete foundations, steel and tile roof, and concrete floors. This addition has two floors, the upper floor for storage of oil and the lower for storage of waste and other supplies.

(*d*) An extension of the power house 50 x 110½ feet, brick walls on concrete foundations, steel roof-trusses with tile roof and brick floors. A concrete stack, 9 x 150 feet in height, has also been erected to replace the old brick stack which has been taken down. In addition to moving the old boiler plant from its former location in the east end of the power house, to this extension, four new boilers have also been installed therein, and the boiler house has been equipped with automatic stokers, coal and ash handling machinery.

(*e*) A fuel-oil house, 24 x 39 feet, concrete construction, with composition roof. This building is equipped with steel tanks for storing fuel oil.

(*f*) A new blacksmith shop, 91 x 187 feet, brick walls on concrete foundations, steel trusses and tile roof. This structure replaces an old frame structure which was too small and in poor condition.

(*g*) A machine shop and boiler house 42 x 128 feet, brick construction on concrete foundations and composition roof. This building houses the machine shop, the boiler plant formerly located in a portion of the roundhouse, and an entirely new washout and heating plant. The boiler plant is also equipped with automatic stokers, and a commodious machine shop is provided for locomotive running repairs. A concrete stack 5 x 150 feet in height has also been erected to replace the steel stack in the old boiler house. A new passenger station also is in process of construction, at Oelwein, to be of pressed brick, 50 x 129 feet in size, on concrete foundations, with French tile roof, and to provide a ticket office, a general waiting room, separate waiting rooms for men and women, lunch and dining room, kitchen, conductors' room and baggage room. The building will be heated by steam and lighted by electricity from the main power plant.

The Wells Fargo Express Company are erecting a brick express building 25 x 37 feet in size, 30 feet east of the passenger station, of the same design as the passenger building.

South St. Paul.—A new station building 16 x 53 feet, of brick and cement construction, with slate roof, has been completed.

Elkton, Minn.—A frame station building 16 x 40 feet, with tile roof and concrete foundation, has been completed, replacing the former structure which was destroyed by fire.

West Concord, Minn.—A frame station building 22 x 60 feet, with slate roof and concrete foundation, has been completed, replacing the former structure recently destroyed by fire.

Somers, Iowa.—A frame station building 22 x 78 feet, on concrete foundation, and with slate roof, has been completed, replacing the building recently destroyed by fire.

Dubuque Freight Station.—A second story, of brick construction, with slate roof, has been added to the east end of the Dubuque freight house, the second floor to be used for office purposes and the first floor for additional freight room.

Kansas City.—A new frame ice house, capacity 2,000 tons, on concrete foundation, with composition roof, has been completed, replacing the former ice house of 1,000 tons capacity.

St. Joseph.—A new frame ice house of 2,000 tons capacity, on concrete foundation, with composition roof, replacing the former ice house of 500 tons capacity.

New ice houses of 500 tons capacity each have been erected at Mankato, Rochester, Clarion and Council Bluffs.

COALING STATION:

Chicago, 48th Avenue.—The wooden gravity coaling station has been remodeled and equipped with scales; coal pockets have been increased from 7 to 15 tons capacity each, and the total capacity has been increased to 120 tons.

Sycamore.—A new 100-ton, steel Link-belt conveyor type, coaling station, equipped with scales with type registering beam, has been constructed, replacing the old frame gravity plant.

East Stockton.—An additional 100-ton pocket has been added to the concrete coaling station previously built, increasing the capacity to a total of 200 tons.

Graf.—A 150-ton, steel, coaling station, with balance-bucket type machinery, and equipped with scales with type registering beam, has been completed.

Oelwein.—A 300-ton, steel, Link-belt conveyor type coaling station, equipped with scales with type registering beam, has been completed. This station is also equipped with sand storage bins and bucket conveyor for handling sand.

Marshalltown.—A 100-ton frame mechanical station, with continuous-belt machinery, equipped with scales with type registering beam, and a sprinkler system for fire protection, has been completed. The old gravity coaling station has been removed.

South Des Moines.—A 150-ton frame mechanical coaling station, equipped with scales with type registering beam, and a sprinkler system for fire protection, has been completed, and the old frame gravity coaling station removed.

Talmage.—A 100-ton frame mechanical station, with continuous-belt machinery, equipped with scales with type registering beam, and a sprinkler system for fire protection, has been completed.

Conception.—At the new Conception Terminal, a 75-ton, frame, balance-bucket type coaling station, has been erected and equipped with type registering beam scales.

St. Joseph.—The present frame gravity coaling station has been remodeled and equipped with scales. The pockets have been increased from 7 to 15 tons each, making the total capacity 45 tons.

Kansas City.—The present frame coaling station has been remodeled and equipped with scales, and the pockets have been increased from 7 to 15 tons, making the total capacity 45 tons.

Clarion.—The present frame gravity coaling station has been remodeled and equipped with scales, and the pockets have been increased from 7 to 15 tons, making the total capacity 120 tons.

WATER STATIONS:

St. Charles.—The former deep well supply has been abandoned and water is now being taken from the Fox River, making possible the abandonment of the treating plant; and the tanks of the former treating plant are now used for additional service tanks.

East Stockton.—A new water station, equipped with modern water treating plant, has been completed at East Stockton terminal. The new water station consists of two deep wells, one being 435 and the other 702 feet in depth, and an abundant supply of good water has been found. The new station is equipped with an air compressor, and water is raised by means of air.

The treating plant consists of a two-story brick structure used for a treating house, and two 100,000-gallon capacity treating tanks.

A fresh water supply for furnishing untreated water for use at the terminal is also provided.

The former water supply at the Stockton station, which furnished an inadequate supply, has been abandoned.

North Hanover.—A new water station has been constructed, consisting of a new pumping station located at Apple River, and a 120,000-gallon steel stand pipe erected at North Hanover station, with two 12-inch water columns to supply water to locomotives. The construction of this plant eliminates three former water stations at Woodbine, Elizabeth and Rodden, and furnishes a good supply of river water in place of water formerly furnished from deep wells at Woodbine and Elizabeth.

Oelwein.—A 100,000-gallon steel tank on a 75-foot steel tower has been constructed adjacent to the machine shop, to provide additional storage, and for increased fire protection. The water is supplied from Otter Creek pumping station, where pumping is done by electricity.

Talmage.—A new 80,000-gallon capacity steel tank, with a modern pumping station has been constructed, replacing the former wooden tank and old pumping station. Two 12-inch stand pipes have been erected at the coaling station, and so placed that coal and water can be taken at one stopping.

Clarion.—The water supply at the roundhouse has been increased by sinking a new well and constructing a new pumping station.

Oil engines, using fuel oil, or distillate, which are very much cheaper than gasoline, have been installed at a number of water stations, thereby greatly reducing the cost of pumping water.

A number of 12-inch water columns have been constructed, replacing 10-inch water columns which have been removed to the less important points.

AUTOMATIC BLOCK SIGNALS:

The automatic block signal installation between South St. Paul, and Randolph, Minn., a distance of 30 miles, described in the last year's report, was completed and placed in operation December 19, 1911.

Owing to the character of alignment, involving much curvature, and the large number of train movements in that territory, the installation of the automatic block signal system has greatly facilitated the train movement and increased the safety of operation.

During the year the Mason City & Ft. Dodge R. R. Co. sold a number of lots in Omaha not required for railroad purposes, for $152,000, which amount will be reinvested in new terminals at Mason City, Ia., and other necessary improvements on the line of that company.

SHOP MACHINERY:

New machinery and appliances have been installed in the Company's principal shops at Oelwein, Iowa, during the year, as follows:

1 150-ton Gantry crane.
1 48" car-wheel press.
1 42" steel-tired car-wheel lathe.
1 Moulding machine.
1 5" forging machine.
1 No. 6 motor-driven blast fan.
2 Motors, 15-H. P. each, coupled to blast fans in Blacksmith Shop.
1 Splitting shear for tin shop.
1 Rivet buster.
1 Tool dressers' belt-driven hammer.
1 Link-belt coal and ash-handling device.
4 Set Foster superheaters for stationary boiler plant.
1 1000-H. P. feed-water heater.
1 Boiler feed pump.
1 300-H. P. stationary engine, direct connected to one 200 K. W. electric generator.
1 Shaving conveyor from wood mill to stationary boilers.
3 400-H. P. each, water tube boilers, fitted with chain-grate mechanical stoker.
1 Hot water washout and refilling system.
2 200-H. P. each, water tube boilers with chain-grate mechanical stoker.
1 15-ton drop-pit Jack.

By the installation of these and a number of other minor appliances and tools, and the rearrangement of portions of the old machinery and tools, a saving of over $20,000 a year, in labor expense alone, will be effected. The cost of the added machinery and appliances has been, in round figures, $105,000, on which the returns will be about 20 per cent per annum. Additional substantial saving will be effected thereby also in the cost of fuel required at these shops.

During the year, tanks and the necessary fixtures for storing gasoline and kerosene, have been installed at coaling stations, pumping stations, section houses, signal maintainers' headquarters, interlocking towers and stations, at an expenditure of $6,267.00. Formerly it was customary to purchase gasoline locally, in small quantities, from time to time, as required. With the storage facilities now provided, the Company has been enabled to purchase gasoline in tank-car lots at a substantial saving in cost.

Since these storage tanks have been installed, the Company has purchased and distributed 108,055 gallons of gasoline, and it has saved, as compared with the cost under the former conditions, $6,483.30, or more than the cost of storage tanks, to say nothing of the more economical method of distribution. It is estimated that by the aid of these improved facilities an annual saving of $10,000 will be effected.

CAPITAL ISSUES:

The outstanding Common Stock has been increased two shares, or $200, during the year. There has been no change in the amount of Preferred Stock outstanding.

FUNDED DEBT.

The following is a statement of the funded debt of the Company and its Proprietary Lines on June 30, 1912:

	Issued and Outstanding	Miles of Line Owned	Funded Debt Per Mile
Chicago Great Western R. R. Co., First Mortgage	$22,500,000.00	756.01	$30,422.88
Chicago Great Western R. R. Co., Minneapolis Terminal Mortgage	500,000.00		
*Mason City and Fort Dodge R. R. Co	12,000,000.00	378.13	31,735.12
*Wisconsin, Minnesota and Pacific R. R. Co	6,232,000.00	277.43	22,463.32
Total for System	$41,232,000.00	1,411.57	$29,210.03

*The interest on the M. C. & Ft. D. and W. M. & P. bonds is not an obligation of the C. G. W. R. R. Co. unless earned under the terms of and as provided in the leases of the two properties.

In considering the funded debt, it should be borne in mind that the mortgage is secured in part by valuable leaseholds of long tenure. The aggregate rentals paid during the twelve months ended June 30, 1912, for the properties of other Companies necessary for terminal facilities and to connect up various part of the lines of the Company, amounted to $598,191.79. At 5% per annum, this amount would pay interest on an investment of $11,963,836, which would be wholly inadequate to provide independently owned facilities.

The largest and most valuable facilities rented from other companies are as follows:

Chicago terminals, covered by contract which expires July 1, 1995, including the Grand Central Passenger Station, located at Fifth Avenue and Harrison Street, affording modern and commodious depot facilities for the Company's passenger traffic; double tracks from the passenger station to Forest Park, a distance of 10.33 miles; side tracks reaching a large number of important industries; trackage connections for interchange of business with all railroads entering Chicago; a freight house used exclusively by the Chicago Great Western Railroad Company, which is a modern four-story, fire-proof structure, with a floor area of 176,896 square feet, and located on the Chicago River, with dock facilities for interchange of business with water lines; use of round house facilities for the Company's passenger locomotives; use of coach yard and trackage; exclusive use of team track facilities at Twelfth Street; exclusive use of ground for round house for freight locomotives at Forty-sixth Avenue and for freight yard at Forty-eighth Avenue, embracing an area of 40.7 acres; trackage to Union Stock Yards, and other facilities and privileges which are valuable. The ground area occupied by the Chicago Great Western Railroad Company solely under this contract is 42.6 acres. The passenger station and freight house are very favorably located, being within one block of the business center of the city, embracing the so-called "Loop District."

Trackage between Portage Curve, Illinois, and Dubuque, Iowa, including a bridge over the Mississippi River 1,565 feet in length, the total distance being 13.84 miles, of which 13.12 miles are double tracked, covered by contracts running during the corporate existence of the Chicago Great Western Railroad Company.

Trackage between Minneapolis and St. Paul, Minnesota, a distance of 9.92 miles of four main tracks, covered by a contract which expires November 30, 1919, with extension privileges.

Trackage of 2.23 miles and passenger station at Des Moines, Iowa, under a contract just closed, running to July, 1921, with option to extend the term thereafter.

Trackage between St. Joseph and Bee Creek, Missouri, a distance of 7.66 miles, under a contract which expires January 1, 1985.

Trackage between Leavenworth, Kansas, and Kansas City, Missouri, a total distance of 26.02 miles, under a contract which expires August 1, 2009. This trackage affords connection with the important freight terminals and elevator property at Kansas City owned by the Company, with the passenger terminals now occupied, and with the future new Union Passenger Station.

Trackage between Council Bluffs, Iowa, and South Omaha, Nebraska, a distance of 8.12 miles of double track, including bridge over the Missouri River 1,750 feet in length, and Union Passenger Station at Omaha. These facilities give access to the important live stock and packing house industries of South Omaha, to the Company's freight yards in Omaha, and to the Omaha Grain Terminals and Independent Elevator Company controlled by this Company. These rights run in perpetuity to the Mason City & Ft. Dodge R. R. Co. and are held under a court decree.

See Exhibit No. 9, page 33, for description of security for funded debt.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD.

Since the close of the fiscal year ending June 30, 1912, your Company have been in correspondence with the trustees of the mortgage of the W. M. & P. R. R. Co., and on September 6, 1912, the following statement was published:

"The present operation of the Wisconsin, Minnesota & Pacific railroad by the Great Western grows out of a lease made to the former Great Western Company in 1901, eight years before the organization of the present Great Western Company. The lease provided in substance that against the earnings of the leased property there should be charged the expenses of maintaining and operating the leased property and the taxes upon the property, and that the net earnings, if any, should be applied by the lessee to the payment of interest on the Wisconsin, Minnesota & Pacific bonds as it matured, the surplus in any period above interest, if any, to be regarded as a trust fund in the hands of the lessee to cover subsequently accruing interest. The lessee agreed to pay such interest only to the extent of the accumulated net earnings of the Wisconsin, Minnesota & Pacific.

The present Great Western Company is the successor in title of the former company under a judicial sale made by the United States Court at St. Paul in August, 1909, which required the purchaser to assume and adopt the above mentioned lease and to stand in the place of the former Great Western Company in respect thereof; but the decree in no way increased the liability of the purchaser over that of the old company. The gross earnings of the Wisconsin, Minnesota & Pacific railroad have been insufficient to cover expenses of operation and maintenance, taxes and interest on the Wisconsin, Minnesota & Pacific bonds. The experience of the last three years, during which the present Great Western Company has operated the Wisconsin, Minnesota & Pacific railroad under the lease, has confirmed the experience of the receivers of the former Great Western Company; that is, that the Wisconsin, Minnesota & Pacific railroad is unable to earn its interest charges. The fact is that the Wisconsin, Minnesota & Pacific is a drain upon the earnings of the main lines owned by the Great Western Company and it will not make further advances to pay interest on the Wisconsin, Minnesota & Pacific bonds, as it is under no obligation to do so."

Accordingly, the interest due October 1st, 1912, on the W. M. & P. bonds has not been paid; and under the mortgage securing those bonds, proceedings to foreclose the same may be commenced at any time after six months.

For the further information of the security holders interested in this matter, attention is directed to the following:

The lease in question is dated April 30, 1901, and is for a period of one hundred years. It provides that the lessee shall operate the railroad of the lessor the same as if it were a part of the lessee's railway, and shall maintain, repair and renew the same as if the lessee were the absolute owner. It provides further that the lessee shall keep accurate accounts of the operation and the earnings of the leased railroad on the following basis:

IT WILL DEBIT to the expense of operating the lines of railway of the lessor:

(a) The entire expense of maintaining and renewing the permanent way, buildings, rolling stock and other property belonging to the lessor and covered by this lease.

(b) The ordinary and usual mileage rates for the use of the freight, passenger cars and locomotives of the party of the first part, while running upon the lines of railway of the lessor.

(c) All taxes which shall be lawfully assessed or levied against the railway or other property of the lessor whether the said taxes be assessed or levied against its property or against the income thereof. Also all money which shall be paid out as insurance for the property for the lessor.

(d) The entire expense of operating trains upon the lines of railway of the lessor, also all loss or damage to persons or property sustained on said line of railway of the lessor, and all other operating expenses on the lines of railway of the lessor, although not herein specifically mentioned pertaining thereto, except that the lessee will make no charge against the lessor for general expenses or superintendence other than the usual and ordinary expenses of division and local superintendency on the railway of the lessor.

IT WILL CREDIT to the earnings of the lessor's line:

(a) All moneys received for the transportation of persons and property exclusively on the line of the lessor and all other income which is derived exclusively from the property of the lessor, including the ordinary and usual mileage rates for the use of the lessor's freight and passenger cars and locomotives while running on the line of the lessee, or on the lines of any other railway companies which the lessee shall collect.

(b) It will credit the regular mileage proportion of the money received from the transportation of persons and property partly on the lines of the lessee and partly on the lines of the lessor, except that the lessor shall not be required to accept in any case less than Fifty per cent (50%) of the joint rate.

The lease further provides that the excess of earnings above expenses, as shown by the accounts made up on the foregoing basis, shall be regarded as the net earnings of the lessor's line, available for the payment of

the coupons on the lessor's bonds, and the lessee agrees that out of said net earnings, it will, on the first day of April and October, in each and every year, pay the coupons of the lessor's bonds, according to the tenor thereof, and that any surplus of net earnings in any six months shall be regarded in the nature of a trust fund in the hands of the lessee, and carried forward in its accounts and held available for paying future coupons, regardless of the half year in which it is earned.

The circumstances under which the present Great Western Company, upon its commencement of business, September 1, 1909, became interested in the W. M. & P. railroad, sufficiently appear in the public statement above quoted.

On September 1, 1909, the accounts under the lease showed a "surplus" of $357,506.53 above the interest to that date on the W. M. & P. bonds. This was only a book account, however, as the surplus had been taken into the "Income" account of the former Great Western Company and disbursed in payment of dividends on its Debenture Stock and Preferred Stock A and otherwise; and no funds or assets came to the present Great Western Company representing such book surplus. It has nevertheless been accepted by the present Great Western Company as governing its liability under the lease. This book surplus arose in part from a failure to charge against earnings all the actual expenses of operation, and in part to a failure to maintain and renew the leased property. Shortly after September 1, 1909, the present Great Western Company began making the repairs and renewals necessary to put the leased railroad in safe condition. This work has required the expenditure of such large sums of money that the net earnings of the W. M. & P. have not equalled the currently accruing interest on the W. M. & P. bonds. Indeed, during the receivership of the former Great Western Company, which commenced in January, 1908, and ended on September 1, 1909, there was a deficit and the book "surplus" of former years had been correspondingly reduced.

On June 30, 1912, the account of receipts and expenses under the lease showed a deficit, and since its organization, September 1, 1909, the present Great Western Company has advanced not only the amount of such deficit, but also the amount of the book "surplus" above referred to.

The average gross earnings of the W. M. & P. during the last ten years have been only $2,658 per mile, per annum, figured on the basis of the lease, which allows the W. M. & P. the unusually liberal minimum of 50% of the total revenue from traffic received and delivered by it to the Great Western, regardless of the distance the same may be transported over the lines of the respective companies—an apportionment which has yielded to the W. M. & P., in round figures, 50% more gross revenue than it would have received on a straight pro rata of the mileage of the respective companies. The taxes and the interest on the W. M. & P. bonds are about $1,000 per mile per annum, or about 38% of the average gross earnings above mentioned. This leaves only about 62% of such gross earnings to cover the cost of operation and maintenance, which is substantially inadequate.

MASON CITY AND FORT DODGE RAILROAD

The Mason City and Fort Dodge railroad is operated by the present Great Western Company under a lease in substantially the same form as the lease of the W. M. & P. railroad above described, except that by an amendment of the lease in June, 1904, the M. C. & Ft. D. earnings are to be credited in all cases sixty per cent of the total revenue from traffic transported from the lines of either company to those of the other. The circumstances under which the present Great Western Company took over the lease are the same as mentioned in the public statement, above quoted, having reference to the W. M. & P. railroad.

On September 1, 1909, when the present Great Western Company took over the property and the lease under the decree of the court, the accounts showed a "surplus" of $1,102,765.44, this being a book account, as the surplus, like in the case of the W. M. & P., had been taken into the "Income" account of the former Great Western Company and disbursed in payment of dividends on its Debenture Stock and Preferred Stock A, and otherwise; and no money or assets came to the present Great Western Company representing such surplus.

Since September 1, 1909, the accrued interest on the M. C. & Ft. D. bonds and the cost of repairs necessary to restore the M. C. & Ft. D. railroad and its rolling stock to safe condition, charged against the net revenue of that railroad under the lease, has changed the above mentioned "surplus" of September 1, 1909, to a deficit on June 30, 1912. As in the case of the W. M. & P., there were deficits during both years of the receivership.

PROPRIETARY COMPANIES:

The Chicago Great Western Railroad holds or controls interests in proprietary companies as shown in Exhibits Nos. 7 and 8. Brief descriptions of each of the properties thus controlled have been given in previous reports.

Reference is invited to pages 46 and 47 for balance sheets as of June 30, 1912, and the Income and Profit and Loss accounts for the last year, of the following companies, to-wit:

St. Charles Hotel & Park Company,
Iowa Townsite Company,
Iowa Development Company, and
Leavenworth Terminal Railway & Bridge Company,

the entire capital stock of each of which is owned by the Chicago Great Western Railroad Company.

GENERAL REMARKS:

In the last annual report, reference was made to the introduction of motor cars in place of hand cars for section men as a measure of economy. The installation of these cars has been extended over the entire line, and the results are most gratifying. It has enabled us to double the average length of our sections, and to employ one section foreman where before we had two, and make an average saving in the section gangs of about twenty per cent, with an actual increase in the efficiency of the work.

Comment has been made in previous reports on the train load, and the following table will prove of interest:

	In 1909	In 1910	In 1911	In 1912
Freight train miles	3,814,296	3,935,939	3,324,432	3,065,876
Tons per train mile	283.44	302.13	369.35	399.64
Freight revenue	$ 7,434,148	$ 8,540,591	$ 8,820,370	$ 8,879,748
Freight revenue per train mile	$ 1.95	$ 2.17	$ 2.65	$ 2.90

This table indicates that, as compared with three years ago, the train mileage has decreased 19.62 per cent, while, at the same time, the tons per train mile, the freight revenue and the revenue per train mile have increased, respectively, 40.99 per cent, 19.44 per cent and 48.72 per cent. The average direct or running cost of freight engines and crews is, approximately, 80 cents per train mile; and the amount saved by the reduced freight train mileage in 1912, from that of 1909 is, in round figures, $599,000.

A similar situation exists in regard to the development of the passenger traffic.

Prior to the organization of the present company, many passenger trains were run in an effort to compete with lines that had much more frequent service, and that were much better located. The present management abandoned this effort, and confined itself to the securing of traffic where its line was as short or shorter than those of its competitors, and where its facilities were equal to theirs. The result is shown in the following table:

	In 1909	In 1910	In 1911	In 1912
Passenger train miles	3,610,904	3,163,889	3,106,052	3,088,396
Passengers per train mile	38	44	48	47
Passenger train revenue	$ 3,102,549	$ 3,310,864	$ 3,557,356	$ 3,639,478
Passenger train revenue per train mile	$ 0.86	$ 1.05	$ 1.15	$ 1.18

This table indicates, as compared with three years ago, a decrease of 14.47 per cent in the train miles, with increases, at the same time, of 23.68 per cent in the number of passengers per train mile, of 17.31 per cent in the revenue, and of 37.21 per cent in the revenue per train mile. The direct saving in passenger train service may be conservatively estimated at 50 cents per train mile, which would amount to $261,000, as compared with 1909.

It should be stated here that the saving from the reduction in the number of freight trains above indicated, which was effected by reducing grades and otherwise improving the roadway and track, and by introducing heavier locomotives and larger cars, as well as by close supervision of the loading and handling of cars and trains, has been largely absorbed by increased wages, cost of fuel, materials, supplies and taxes.

The effort to reduce materials and supplies on hand has been continued during the past year. The improvement in the last two years is shown in the total material on hand on the 30th of June, 1910, 1911 and 1912:

1910 - - - - -	$1,850,112
1911 - - - - - -	1,063,085
1912 - - - - -	908,416

Systematic effort has been made to secure increased economy in the consumption of fuel by locomotives, and in the various stationary plants on the company's line. In furtherance of this purpose, coaling stations have been provided with facilities for weighing coal as delivered to the locomotives, in order that accurate account may be kept, not only of the consumption of each locomotive, to determine its efficiency, but, also, of the fuel used by each engine crew. By careful checking of the data thus obtainable it is believed that a saving will be effected that will fully justify the expense incurred establishing these improved facilities.

The work of efficiency in all departments has been continued, except for the interruption of the past winter when the weather conditions, which are familiar to all, interfered with our efforts at economical operation.

The prospects for business at the time of writing this report are unusually bright—the best since the Company was organized. The crops on the Great Western and in the states tributary to its line have never been better. General business is increasing rapidly, and we look forward to a very satisfactory year. In fact, the prospects are that the losses of the past year will be more than overcome, and the surplus for the year ending June 30, 1913, should be the largest since the organization of the Company.

During the past three years, as will be noted from this report, over $14,000,000 have been expended on this property and its equipment. The result of this expenditure should produce further economies in operation, and it should be especially noticeable because the work is practically completed, and while it was in progress naturally the operations of the property were more or less retarded.

During the past year there have been a number of creameries, elevators, lumber and coal yards and other industries located along the line of the Chicago Great Western Railroad. Other industries, already located, have put up new buildings and installed improved machinery or appliances for the conduct of their business.

At Austin, Minn., a Brewing Company has erected a large cold storage warehouse on this Company's tracks. Their old building will be converted into a warehouse for agricultural implements that will be shipped over this Company's lines.

At Cannon Falls, Minn., a Grain and Malting Company now have under construction a large malting plant that will be in operation before the end of the coming winter. The capacity of this plant will be 150,000 bushels.

At Randolph, Minn., a Milling Company has under construction an elevator and cleaning house of 50,000 bushels capacity. This replaces an old elevator recently destroyed by fire.

A firm dealing in poultry and eggs, located on our line at Sumner, Iowa, have opened a branch house at Hayfield, Minn., from which they will ship a great many cars of live and dressed poultry and eggs over our line in the future.

At Riceville, Iowa, a Creamery Company has been organized, and they are preparing to erect a creamery plant on this Company's tracks. A cheese factory at the same point has been put in operation recently.

At New Hampton, Iowa, a cement block factory has been established on this Company's tracks.

At Faribault, Minn., the Faribault Packing Company was re-opened during the spring of this year, and as soon as the remodeling of the building is completed, the plant will be in full operation.

The American Linen Company are erecting a plant at Le Roy, Minn., for the preparation of flax straw for the manufacture of linen goods. This industry is adjacent to our tracks.

At Bucknam, Iowa, the Farmers' Co-Operative Company has erected a general store that will draw to this point on our line much of the local trade that has formerly gone to nearby towns on other lines.

At Dennison, Dundas, Eden and Kenyon, Minn., creameries have been located within the past year, equipped with facilities for the manufacture of butter and cheese, as well as for the shipment of milk. These industries are located in a rich farming and dairying country, and will contribute materially to increase the Company's traffic at these stations.

At Lorimor, Iowa, an elevator has been erected of 20,000 bushels capacity, equipped with modern machinery, for the receipt and shipment of grain.

One of the large Grain Companies at Omaha has located an elevator of 12,000 bushels capacity on this Company's tracks at Kirkman, Iowa.

At Allison, Iowa, the Farmers' Co-Operative Creamery Company have erected a fire-proof creamery for the manufacture of butter that will be shipped over the Great Western to Chicago and eastern markets.

At Harlan, Iowa, a creamery and ice cream factory has been erected on the Company's property.

At Welch, Minn., additional coal sheds have been erected by a dealer at that point.

At Goodhue, a lumber yard, adjacent to the Company's tracks has been established.

The Morristown Lumber Company, at Morristown, Minn., engaged in the lumber, coal and building material business, has located its yards adjacent to our tracks.

In addition to the various industries that have located along the Company's tracks during the past year, the plants of the Brunswick-Balke-Collender Company at Dubuque, the Lehigh Portland Cement Company at Mason City, and the Leighton Supply Company at Ft. Dodge, all of which were undertaken or in course of construction during the previous year, have been completed during the present fiscal year, and are now in full operation.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

By Order of the Board of Directors,

S. M. FELTON,
President.

APPENDIX

MR. S. M. FELTON, *President*,
Chicago Great Western Railroad Company,
Chicago, Illinois.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and Proprietary Companies for the year ended June 30, 1912, and we certify that the accompanying balance sheet, income account and profit and loss account are in accordance therewith, and are properly drawn up to exhibit correctly the condition of the Company's affairs as at June 30, 1912.

The amounts charged to Property Investment since September 1, 1909, which include rehabilitation expenditures under the reorganization plan, are, in our opinion, proper additions to property.

We have had certificates from the Trustees as to the securities pledged, and those unpledged have been produced to us. We have verified the cash in hands of the Treasurer.

ARTHUR YOUNG & COMPANY,
Certified Public Accountants.

CHICAGO, October 10, 1912.

CHICAGO GREAT WESTERN RAILROAD COMPANY

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CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 1 — STATEMENT OF MILEAGE, JUNE 30, 1912

		Main Track Miles	Second Track Miles	Yard Tracks and Sidings Miles	Total Miles
Chicago Great Western Railroad.					
MILEAGE OWNED:					
Forest Park, Ill.	To Galena Junction, Ill.	147.24			
Dubuque, Iowa	To St. Paul, Minn.	252.90			
Sycamore, Ill. (Branch)	To De Kalb, Ill.	5.81			
Eden, Minn. (Branch)	To Mantorville, Minn.	6.95			
Sumner, Iowa (Branch)	To Waverly, Iowa.	21.94			
Cedar Falls Junction, Iowa (Branch)	To Cedar Falls, Iowa.	7.48			
Oelwein, Iowa	To Des Moines, Iowa.	130.51			
Freight Line through Des Moines, Iowa		2.48			
Passenger Line through Des Moines, Iowa		.33			
South Des Moines, Iowa	To St. Joseph, Mo.	156.42			
Bee Creek, Mo	To Beverly, Mo.	22.85			
In Leavenworth, Kan		.10			
In Kansas City, Kan		.47			
In Kansas City, Mo		.53			
Total		756.01	57.43	360.04	1,173.48
TRACKAGE RIGHTS:					
B. & O. C. T. R. R., Chicago, Ill.	To Forest Park, Ill.	10.33			
C. B. & Q. R. R., Galena Jct., Ill.	To Portage Curve, Ill.	.88			
Ill. Central R. R., Portage Curve, Ill.	To East Dubuque, Ill.	12.85			
Dunleith & Dubuque Bridge Co., East Dubuque, Ill.	To Dubuque, Iowa.	.59			
St. Paul Union Depot Co., in St. Paul, Minn.		.69			
Great Northern Ry., St. Paul, Minn.	To Minneapolis, Minn.	9.92			
Des Moines Union Ry., in Des Moines, Iowa		2.23			
C. B. & Q. R. R., in Des Moines, Iowa		.52			
C. B. & Q. R. R., in St. Joseph, Mo.		.81			
St. Joseph Terminal R. R., in St. Joseph, Mo.		.40			
A. T. & S. F. Ry., St. Joseph, Mo.	To Bee Creek, Mo.	7.66			
C. R. I. & P. Ry., Beverly, Mo.	To Stillings, Mo.	3.73			
‡L. T. Ry. & B. Co., Stillings, Mo.	To Leavenworth, Kan.	1.00			
L. D. & R. R. Co., in Leavenworth, Kan.		.20			
Union Pac. R. R., in Leavenworth, Kan.		.39			
Mo. Pac. Ry., Leavenworth, Kan.	To Kansas City, Kan.	23.08			
K. C. S. Ry., in Kansas City, Mo.		1.25			
Total		76.53	36.90	35.79	149.22
Total Mileage, Owned Lines and Trackage Rights		832.54	94.33	395.83	1,322.70
***Mason City & Fort Dodge Railroad.**					
MILEAGE OWNED:					
Hayfield, Minn.	To Clarion, Iowa.	99.71			
Clarion, Iowa	To Fort Dodge, Iowa.	28.05			
Fort Dodge, Iowa	To Council Bluffs, Iowa.	132.90			
Spur to Fort Dodge Depot		.79			
Fort Dodge, Iowa (Branch)	To Lehigh, Iowa.	15.69			
Gypsum, Iowa (Branch)	To Coalville, Iowa.	2.90			
Oelwein, Iowa	To Clarion, Iowa.	98.09			
Total		378.13	1.04	103.45	482.62
TRACKAGE RIGHTS: (Union Pacific Railroad):					
Council Bluffs, Iowa	To Omaha, Neb.	3.11			
Omaha, Neb.	To South Omaha, Neb.	5.01			
Total		8.12	10.00		18.12
Total Mileage, Owned Lines and Trackage Rights		386.25	11.04	103.45	500.74
***Wisconsin, Minnesota & Pacific Railroad.**					
MILEAGE OWNED:					
Mankato, Minn.	To Red Wing, Minn.	95.70			
Red Wing, Minn.	To Osage, Iowa.	118.20			
Simpson, Minn. (Branch)	To Winona, Minn.	54.20			
Clay Bank Junction, Minn. (Branch)	To Clay Pits, Minn.	2.00			
Red Wing, Minn. (Branch)	To Sewer Pipe Works, Minn.	.90			
Bellechester Jct., Minn. (Branch)	To Bellechester, Minn.	6.43			
Total		277.43		38.20	315.63
Grand Total, Mileage Owned		1,411.57	58.47	501.69	1,971.73
Grand Total, Trackage Rights		84.65	46.90	35.79	167.34
Grand Total, Owned Lines and Trackage Rights		1,496.22	105.37	537.48	2,139 07

‡Total capital stock owned by Chicago Great Western R. R. Co.
*Leased to, and total capital stock owned by, Chicago Great Western R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 2

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Average Miles of Road Operated	1,496.22	1,492.16	4.06	.27		
Operating Revenue:						
REVENUE FROM TRANSPORTATION:						
Freight Revenue	$ 8,879,747.62	$ 8,820,370.47	$ 59,377.15	.67		
Passenger Revenue	2,891,153.43	2,844,470.45	46,682.98	1.64		
Excess Baggage Revenue	34,906.74	36,311.64			$ 1,404.90	3.87
Parlor and Chair Car Revenue	15,901.05	7,178.46	8,722.59	121.51		
Mail Revenue	203,861.83	189,746.66	14,115.17	7.44		
Express Revenue	346,370.05	325,000.03	21,370.02	6.58		
Milk Revenue (on Passenger Trains)	142,001.42	146,496.56			4,495.14	3.07
Other Passenger Train Revenue	5,283.41	8,152.45			2,869.04	35.19
Switching Revenue	173,878.38	141,899.44	31,978.94	22.54		
Special Service Train Revenue	4,995.00	3,982.60	1,012.40	25.42		
Miscellaneous Transportation Revenue	6,166.10	94.45	6,071.65	6,428.43		
Total Transportation Revenue	$12,704,265.03	$12,523,703.21	$180,561.82	1.44		
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:						
Station and Train Privileges	$ 7,530.56	$ 8,454.00			$ 923.44	10.92
Parcel Room Receipts	1,572.60	1,546.40	$ 26.20	1.69		
Storage—Freight	7,876.41	8,392.26			515.85	6.15
Storage—Baggage	1,499.68	1,306.13	193.55	14.82		
Car Service	33,888.64	36,670.99			2,782.35	7.59
Telegraph and Telephone Service	830.75	822.24	8.51	1.03		
Rents of Buildings and other Property	14,679.57	15,007.84			328.27	2.19
Miscellaneous	9,649.72	9,737.58			87.86	.90
Joint Facilities—Revenue—Dr.						
Joint Facilities—Revenue—Cr.	13,449.17	13,001.29	447.88	3.44		
Total	$ 90,977.10	$ 94,938.73			$ 3,961.63	4.17
Total Operating Revenue	$12,795,242.13	$12,618,641.94	$176,600.19	1.40		
Operating Expenses:						
Maintenance of Way and Structures	$ 1,491,289.02	$ 1,533,301.88			$ 42,012.86	2.74
Maintenance of Equipment	1,960,039.18	1,871,428.70	$ 88,610.48	4.73		
Traffic Expenses	560,482.29	557,366.76	3,115.53	.56		
Transportation Expenses	5,583,133.85	5,056,158.04	526,975.81	10.42		
General Expenses	411,289.11	423,750.80			12,461.69	2.94
Total	$10,006,233.45	$ 9,442,006.18	$564,227.27	5.98		
Net Revenue from Operation	$ 2,789,008.68	$ 3,176,635.76			$387,627.08	12.20
Outside Operations:						
Revenues	$ 89,475.22	$ 96,569.92			$ 7,094.70	7.35
Expenses	91,229.88	95,175.89			3,946.01	4.15
Net Revenue from Outside Operations	$ *1,754.66	$ 1,394.03			$ *3,148.69	
Total Net Revenue	$ 2,787,254.02	$ 3,178,029.79			$390,775.77	12.30
Taxes	406,724.66	384,502.77	$ 22,221.89	5.78		
Operating Income	$ 2,380,529.36	$ 2,793,527.02			$412,997.66	14.78
PER CENT OF OPERATING EXPENSES AND TAXES TO TOTAL OPERATING REVENUE:						
Maintenance of Way and Structures	11.66	12.15				.49
Maintenance of Equipment	15.32	14.83		.49		
Traffic Expenses	4.38	4.41				.03
Transportation Expenses	43.63	40.07		3.56		
General Expenses	3.21	3.36				.15
Total Operating Expenses	78.20	74.82		3.38		
Taxes	3.18	3.05		.13		
Total Operating Expenses and Taxes	81.38	77.87		3.51		

*Deficit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF INCOME, CHARGES AND SURPLUS FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 8

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Operating Income:						
RAIL OPERATIONS:						
Operating Revenues	$12,795,242.13	$12,618,641.94	$176,600.19	1.40		
Operating Expenses	10,006,233.45	9,442,006.18	564,227.27	5.98		
Net Operating Revenue	$ 2,789,008.68	$ 3,176,635.76			$387,627.08	12.20
OUTSIDE OPERATIONS:						
Revenues	$ 89,475.22	$ 96,569.92			$ 7,094.70	7.35
Expenses	91,229.88	95,175.89			3,946.01	4.15
Net Revenue from Outside Operations	$ †1,754.66	$ 1,394.03			$ †3,148.69	
Total Net Revenue	$ 2,787,254.02	$ 3,178,029.79			$390,775.77	12.30
Taxes	406,724.66	384,502.77	$ 22,221.89	5.78		
Operating Income	$ 2,380,529.36	$ 2,793,527.02			$412,997.66	14.78
Other Income:						
Property Rentals Received	$ 48,116.51	$ 26,443.42	$ 21,673.09	81.96		
Dividends on Stocks Owned	4,484.00	10,463.98			$ 5,979.98	57.15
Interest on Securities, Loans and Accounts	70,300.05	76,307.48			6,007.43	7.87
Interest Accrued on Funded Debt Owned	1,172.48	647.38	525.10	81.11		
Miscellaneous Income	2,497.83	1,048.99	1,448.84	138.12		
Hire of Equipment (Balance)						
Total Other Income	$ 126,570.87	$ 114,911.25	$ 11,659.62	10.15		
Total Income	$ 2,507,100.23	$ 2,908,438.27			$401,338.04	13.80
Fixed and Other Charges:						
INTEREST:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 917,500.00	$ 824,500.07	$ 92,999.93	11.28		
Interest on Funded Debt, Mason City & Fort Dodge Railroad Company	480,000.00	480,000.00				
Interest on Funded Debt, Wisconsin, Minnesota & Pacific Railroad Company	232,440.00	232,440.00				
Total Interest on Funded Debt	$ 1,629,940.00	$ 1,536,940.07	$ 92,999.93	6.05		
Other Interest	2,147.01	2,195.13			$ 48.12	2.19
Total Interest	$ 1,632,087.01	$ 1,539,135.20	$ 92,951.81	6.04		
PROPERTY RENTALS PAID	598,191.79	621,663.64			$ 23,471.85	3.78
HIRE OF EQUIPMENT (BALANCE)	75,904.76	*26,127.47	102,032.23			
MISCELLANEOUS CHARGES	17,307.66	5,859.32	11,448.34	195.39		
Total Charges	$ 2,323,491.22	$ 2,140,530.69	$182,960.53			8.55
SURPLUS CARRIED TO PROFIT AND LOSS	$ 183,609.01	$ 767,907.58			$584,298.57	76.09

†Deficit.
*Credit.

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1912

EXHIBIT 4

ASSETS			LIABILITIES		
PROPERTY INVESTMENT:			**CAPITAL STOCK:**		
Road and Equipment:			Chicago Great Western Railroad Company:		
Investment on September 1, 1909–Road	$105,424,618.61		Common Stock	$ 45,246,913.00	
Investment on September 1, 1909–Equipment	7,108,772.85		Preferred Stock	41,021,402.00	$ 86,268,315.00
Investment since September 1, 1909–Road	6,844,634.94		**FUNDED DEBT:**		
Investment since September 1, 1909–Equipment	5,420,959.49		Chicago Great Western Railroad Company:		
	$124,798,985.89		First Mortgage 50 Year 4% Gold Bonds	$ 22,500,000.00	
Less Reserve for Accrued Depreciation	401,254.29	$124,397,731.60	Minneapolis Terminal 50 Year 3½% Gold Bonds	500,000.00	
SECURITIES:			Mason City & Fort Dodge Railroad Company:		
Securities of Proprietary, Affiliated and Controlled Companies—Pledged	$ 117,805.00		First Mortgage 50 Year 4% Gold Bonds	12,000,000.00	
Securities of Proprietary, Affiliated and Controlled Companies—Unpledged	225,189.90	342,994.90	Wisconsin, Minnesota & Pacific Railroad Company:		
OTHER INVESTMENTS:			First Mortgage 50 Year 4% Gold Bonds	6,232,000.00	41,232,000.00
Physical Property	$ 54,766.29		**WORKING LIABILITIES:**		
Securities Pledged	302,701.00		Traffic and Car Service balances due other Companies	$ 253,807.08	
Securities Unpledged	222,100.00	579,567.29	Audited Vouchers and Wages Unpaid	1,080,100.22	
WORKING ASSETS:			Miscellaneous Accounts Payable	91,245.18	
Cash	$ 2,894,092.49		Matured Interest Unpaid	28,660.00	
Marketable Securities	360,837.50		Other Working Liabilities	104,747.59	
Loans and Bills Receivable	1,109.63		Liabilities—Chicago Great Western Railway Receivership Period (Estimated)	6,552.33	1,565,112.40
Net Balances Due from Agents and Conductors	290,942.11		**ACCRUED LIABILITIES NOT DUE:**		
Miscellaneous Accounts Receivable	399,807.66		Unmatured Interest and Rents Payable	$ 403,445.01	
Material and Supplies	908,416.02		Taxes Accrued	261,712.41	665,157.42
Other Working Assets	106,904.39		**DEFERRED CREDIT ITEMS:**		
Assets—Chicago Great Western Railway Receivership Period (Estimated)	43,474.58		Operating Reserves	$ 267,318.34	
Assets—Chicago Great Western Railway (Estimated)	4,329.60	5,009,913.98	Other Deferred Credit Items	200,670.56	467,988.90
ACCRUED INCOME NOT DUE:			**PROFIT AND LOSS ACCOUNT:**		
Unmatured Interest		1,253.59	Profit and Loss to June 30, 1911	$ 1,223,683.07	
DEFERRED DEBIT ITEMS:			Net Income 12 Months ending June 30, 1912	183,609.01	1,407,292.08
Advances	$ 104,582.65				
Working Funds	15,678.97				
Insurance Paid in Advance	2,186.13				
Other Deferred Debit Items	521,189.17				
Unextinguished Discount on Funded Debt	630,767.52	1,274,404.44			
Total		$131,605,865.80	Total		$131,605,865.80

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, YEAR ENDED JUNE 30, 1912. AND FROM SEPTEMBER 1, 1909, TO JUNE 30, 1912

EXHIBIT 5

	Total Additions and Betterments for the year ended June 30, 1912	Total Expended September 1, 1909 to June 30, 1911	Total Expended to June 30, 1912
ROAD IMPROVEMENTS:			
Additional Main Tracks	$ 6,069.17	$ 443,490.32	$ 449,559.49
Ballast	222,629.75	170,060.61	392,690.36
Block and Other Signal Apparatus	50,075.10	215,405.09	265,480.19
Bridges, Trestles and Culverts	490,468.58	287,147.89	777,616.47
Crossings, Over and Under Grade	3,631.35	15,397.79	19,029.14
Construction of New Line	2,128.30	62,038.69	64,166.99
Elimination of Grade Crossings	1,614.84	.....	1,614.84
Fencing Right-of-Way	6,945.83	12,287.08	19,232.91
Grade Reductions and Changes of Line	1,408.34	102,984.73	104,393.07
Increased Weight of Rail	10,673.02	422.55	11,095.57
Interlocking Apparatus	8,158.20	17,608.68	25,766.88
Improved Frogs and Switches	468.38	285.40	753.78
Other Additions and Betterments	20,204.72	35,431.00	55,635.72
Protection of Banks and Drainage	1,497.56	31.80	1,529.36
Reconstruction of Roadbed and Track	286,106.32	2,075,308.73	2,361,415.05
Real Estate	1.00	24,341.85	24,342.85
Right-of-Way and Station Grounds	95,192.77	47,679.66	142,872.43
Roadway Machinery and Tools	23,806.48	14,010.45	37,816.93
Shops, Engine Houses and Turntables	230,785.29	85,348.61	316,133.90
Shop Machinery and Tools	98,490.17	90,404.89	188,895.06
Sidings and Spur Tracks	49,498.22	169,091.70	218,589.92
Snow and Sand Fences and Snowsheds	885.53	3,047.77	3,933.30
Station Buildings and Fixtures	71,680.55	88,929.46	160,610.01
Track Fastenings and Appurtenances	13,128.35	438.61	13,566.96
Telegraph and Telephone Lines	8,444.38	31,373.21	39,817.59
Terminal Yards	16,128.45	*1,943,077.56	*1,959,206.01
Widening Cuts and Fills	15,823.02	67,977.54	83,800.56
Water and Fuel Stations	175,111.53	57,184.88	232,296.41
Total Road Improvements	$ 1,911,055.20	$ 6,060,806.55	$ 7,971,861.75
EQUIPMENT:			
Locomotives	$ 20,681.09	$ 1,800,115.49	$ 1,820,796.58
Passenger Train Cars	5,989.04	613,672.08	619,661.12
Freight Train Cars	283,675.47	2,978,478.84	3,262,154.31
Work Equipment	1,160.90	608,821.41	609,982.31
Total Equipment	$ 311,506.50	$ 6,001,087.82	$ 6,312,594.32
Total Road and Equipment Expenditures	$ 2,222,561.70	$12,061,894.37	$14,284,456.07

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1912

EXHIBIT 6

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged
	Pledged under 4% First Mortgage:	
Chicago Great Western Railroad Company:	Mason City & Fort Dodge Railroad Company:	
	Common Capital Stock	$19,205,400.00
	Preferred Capital Stock	13,635,752.00
	Wisconsin, Minnesota & Pacific Railroad Company:	
	Common Capital Stock	5,893,400.00
	Chicago Union Transfer Railway Company:	
	Common Capital Stock	40,000.00
	Preferred Capital Stock	40,000.00
	Minnesota Transfer Railway Company:	
	Capital Stock	7,000.00
	St. Paul Union Depot Company:	
	Capital Stock	103,600.00
	St. Joseph Union Depot Company:	
	Capital Stock	1,000.00
	Iowa Transfer Railway Company:	
	Capital Stock	6,200.00
	Iowa Development Company:	
	Capital Stock	150,000.00
	Iowa Townsite Company:	
	Capital Stock	10,000.00
	St. Charles Hotel & Park Company:	
	Capital Stock	22,700.00
	Iowa Sugar Company:	
	Capital Stock	12,500.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,127,552.00
	Pledged Under 4% First Mortgage:	
Mason City & Fort Dodge Railroad Company:	Omaha Grain Terminals:	
	Capital Stock	$100,000.00
	Webster County Coal and Land Company:	
	Capital Stock	400,000.00
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1912

EXHIBIT 7

COMPANY	Total Issued and Outstanding June 30, 1912	Amount in Hands of Public June 30, 1912	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 41,021,402.00	$ 41,021,402.00		
Common Stock	45,246,913.00	45,246,913.00		
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		$ 13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$ 125,002,867.00	$ 86,268,315.00	$ 38,734,552.00	
BONDS:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 22,500,000.00	$ 22,500,000.00		
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds	6,232,000.00	5,811,000.00	$ 421,000.00	Unpledged
Total Bonds	$ 41,232,000.00	$ 40,811,000.00	$ 421,000.00	
Total Stocks and Bonds	$ 166,234,867.00	$ 127,079,315.00	$ 39,155,552.00	

*Cumulative after June 30, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1912

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1912	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00		$ 100,000.00	$ 100,000.00	Pledged.
Independent Elevator Company: Capital Stock	220,600.00		220,600.00	220,600.00	Unpledged.
Webster County Coal and Land Company: Capital Stock	400,000.00		400,000.00	400,000.00	Pledged.
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged.
Iowa Townsite Company: Capital Stock	10.000,00	10,000.00		10,000.00	Pledged.
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged.
Iowa Transfer Company: Capital Stock	34,000.00	6,800.00		{ 6,200.00 600.00	Pledged. Unpledged.
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged.
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged.
Chicago Union Transfer Railway Company: Preferred Stock	1,000,000.00	40,000.00		40,000.00	Pledged.
Common Stock	1,000,000.00	40,000.00		40,000.00	Pledged.
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged.
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged.
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged.
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged.
Total Stocks of Other Companies		$ 1,093,600.00	$ 720,600.00	$ 1,814,200.00	
Total Stocks and Bonds of Proprietary Companies (Exhibit No. 7)		39,155,552.00		39,155,552.00	
Grand Total		$40,249,152.00	$ 720,600.00	$40,969,752.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 9 — FUNDED DEBT OUTSTANDING JUNE 30, 1912

	Year Due	Amount Outstanding	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1959	$ 22,186,000.00	4%	$ 887,440.00	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	314,000.00	4%	12,560.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	January and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York
WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1950	6,232,000.00	4%	249,280.00	April and Oct.	J. P. Morgan & Co., New York
Total		$ 41,232,000.00		$ 1,646,780.00		

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $22,500,000.00.
Date of Mortgage: September 1, 1909; matures September 1, 1959.
Trustee: Standard Trust Company of New York.

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage rights, embracing mileage described in Exhibit No. 1 under the head of "Chicago Great Western Railroad"; also by the leases covering the operation of the De Kalb & Great Western Railway, the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Exhibit No. 1 of this report; also by all of the collateral securities shown as being pledged under this mortgage in Exhibit No. 6; also by all equipment owned and acquired by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.
Date of Mortgage: January 1, 1900; matures January 1, 1950.
Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.
Date of Mortgage: June 1, 1905; matures June 1, 1955.
Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Exhibit No. 1 of this report, the capital stock of the Omaha Grain Terminals, par value $100,000.00, and of the Webster County Coal & Land Company, par value $400,000.00, rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Mason City & Fort Dodge Railroad Company. The mortgage has no sinking fund redemption provisions. The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $6,232,000.00.
Date of Mortgage: October 1, 1900; matures October 1, 1950.
Trustee: The Bankers Trust Company of New York (successors to The Mercantile Trust Company).

These bonds are secured by a first mortgage on the railroad lines described under the head of "Wisconsin, Minnesota & Pacific Railroad" in Exhibit No. 1 of this report, rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Wisconsin, Minnesota & Pacific Railroad Company. The mortgage has no sinking fund redemption provisions. The Mercantile Trust Company, trustees under this mortgage, was absorbed during the year by The Bankers Trust Company of New York, and the latter has thereby succeeded to the trusteeship.
The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 10

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Operating Revenues	$ 12,795,242.13	$ 12,618,641.94	$176,600.19	1.40		
Operating Expenses	$ 10,006,233.45	$ 9,442,006.18	$564,227.27	5.98		
Net Operating Revenue	$ 2,789,008.68	$ 3,176,635.76			$387,627.08	12.20
Operating Revenue per Mile of Road	$ 8,551.71	$ 8,456.63	$ 95.08	1.12		
Operating Expenses per Mile of Road	$ 6,687.67	$ 6,327.74	$ 359.93	5.69		
Net Operating Revenue per Mile of Road	$ 1,864.04	$ 2,128.89			$ 264.85	12.44
Operating Revenue per Revenue Train Mile	$ 2.11	$ 2.00	$ .11	5.50		
Operating Expenses per Revenue Train Mile	$ 1.65	$ 1.50	$ .15	10.00		
Net Operating Revenue per Revenue Train Mile	$ 0.46	$ 0.50			$ 0.04	8.00
Ratio of Operating Expenses to Operating Revenue	78.20	74.82		3.38		
Average Mileage Operated	1,496.22	1,492.16	4.06	.27		
Revenue Train Miles	6,048,948	6,300,607			251,659	3.99
Freight Traffic:						
(Revenue)						
Revenue from Freight	$ 8,879,747.62	$ 8,820,370.47	$ 59,377.15	.67		
Tons of Revenue Freight carried	5,054,478	5,023,079	31,399	.63		
Tons of Revenue Freight carried one Mile	1,225,238,896	1,227,893,035			2,654,139	.22
Tons of Revenue Freight carried one Mile per Mile of Road	818,890	822,896			4,006	.49
Average distance carried (Miles)	242.41	244.45			2.04	.83
Revenue per Ton	$ 1.76	$ 1.76				
Revenue per Ton per Mile (Cents)	0.725	0.718	0.007	.97		
Revenue per Train Mile (Including all mixed trains)	$ 2.90	$ 2.65	$ 0.25	9.43		
Revenue per Mile of Road	$ 5,934.79	$ 5,911.14	$ 23.65	.40		
(Revenue and non-revenue)						
Tons of Revenue and Company Freight carried	6,030,164	6,196,327			166,163	2.68
Tons of Revenue and Company Freight carried one Mile	1,342,660,683	1,416,603,825			73,943,142	5.22
Tons of Revenue and Company Freight carried one Mile per Mile of Road	897,368	949,365			51,997	5.48
Average distance carried (Miles)	222.66	228.62			5.96	2.61
Passenger Traffic:						
Revenue from Passengers	$ 2,891,153.43	$ 2,844,470.45	$ 46,682.98	1.64		
Revenue from Passenger Trains (Passenger, mail, express, etc.)	$ 3,639,477.93	$ 3,557,356.25	$ 82,121.68	2.31		
Revenue Passengers carried	2,500,014	2,651,371			151,357	5.71
Revenue Passengers carried one Mile	143,642,671	149,225,662			5,582,991	3.74
Revenue Passengers carried one Mile per Mile of Road	96,004	100,006			4,002	4.00
Average distance carried (Miles)	57.46	56.28	1.18	2.10		
Revenue per Passenger	$ 1.16	$ 1.07	$ .09	8.41		
Revenue per Passenger per Mile (Cents)	2.013	1.906	.107	5.61		
Revenue from Passengers per Revenue Train Mile (Including all mixed trains)	$ 0.94	$ 0.92	$ .02	2.17		
Revenue from Passenger Trains per Revenue Train Mile (Including all mixed trains)	$ 1.18	$ 1.15	$ .03	2.61		
Revenue from Passenger Trains per Mile of Road	$ 2,432.45	$ 2,384.03	$ 48.42	2.03		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 11

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Maintenance of Way and Structures:						
Superintendence	$ 138,382.09	$ 149,462.55			$ 11,080.46	7.42
Ballast	6,694.22	2,293.45	$ 4,400.77	191.89		
Ties	104,684.95	163,987.89			59,302.94	36.16
Rails	15,575.86	29,657.39			14,081.53	47.48
Other Track Material	65,152.39	91,598.25			26,445.86	28.87
Roadway and Track	583,728.36	610,103.13			26,374.77	4.32
Removal of Snow, Sand and Ice	94,403.78	22,583.67	71,820.11	318.03		
Tunnels	927.39	181.22	746.17	411.75		
Bridges, Trestles and Culverts	43,678.58	60,722.67			17,044.09	28.07
Over and Under Grade Crossings	3,783.20	4,798.82			1,015.62	21.15
Grade Crossings, Fences, Cattle Guards and Signs	46,944.08	46,256.17	687.91	1.49		
Snow and Sand Fences and Snow Sheds	1,713.06	1,194.50	518.56	43.41		
Signals and Interlocking Plants	36,732.30	26,701.18	10,031.12	37.57		
Telegraph and Telephone Lines	17,507.56	11,850.09	5,657.47	47.74		
Buildings, Fixtures and Grounds	123,734.81	124,388.92			654.11	.53
Docks and Wharves		136.66			136.66	
Roadway Tools and Supplies	23,483.76	13,112.70	10,371.06	79.10		
Injuries to Persons	20,522.28	9,088.10	11,434.18	125.82		
Stationery and Printing	7,351.39	6,332.92	1,018.47	16.08		
Other Expenses	265.10	686.56			421.46	61.37
Maintaining Joint Tracks, Yards and other Facilities—Dr.	173,374.66	171,877.11	1,497.55	.87		
Maintaining Joint Tracks, Yards and other Facilities—Cr.	17,350.80	13,712.07			3,638.73	26.53
Total	$ 1,491,289.02	$ 1,533,301.88			$ 42,012.86	2.74
Maintenance of Equipment:						
Superintendence	$ 81,544.90	$ 77,593.85	$ 3,951.05	5.09		
Steam Locomotives, Repairs	849,341.20	757,378.87	91,962.33	12.14		
Steam Locomotives, Renewals	9,246.54	11,915.02			$ 2,668.48	22.39
Steam Locomotives, Depreciation	32,210.42	48,782.48			16,572.06	33.97
Passenger Train Cars, Repairs	166,731.20	151,430.35	15,300.85	10.10		
Passenger Train Cars, Renewals	27,063.68	29,159.67			2,095.99	7.18
Passenger Train Cars, Depreciation	10,794.65	12,689.30			1,894.65	14.93
Freight Train Cars, Repairs	593,169.41	502,405.81	90,763.60	18.07		
Freight Train Cars, Renewals	23,371.97	71,061.40			47,689.43	67.11
Freight Train Cars, Depreciation	61,878.74	99,010.93			37,132.19	37.50
Work Equipment, Repairs	18,347.32	21,379.27			3,031.95	14.18
Work Equipment, Renewals	4,480.64	*104.88	4,585.52			
Work Equipment, Depreciation	6,418.55	6,054.50	364.05	6.01		
Shop Machinery and Tools	45,668.81	67,069.12			21,400.31	31.91
Injuries to Persons	17,405.65	4,429.72	12,975.93	292.96		
Stationery and Printing	7,668.69	8,670.82			1,002.13	11.56
Other Expenses	2,221.02	1,452.45	768.57	52.89		
Maintaining Joint Equipment at Terminals—Dr.	2,475.79	1,050.02	1,425.77	135.78		
Maintaining Joint Equipment at Terminals—Cr.						
Total	$ 1,960,039.18	$ 1,871,428.70	$ 88,610.48	4.73		
Traffic Expenses:						
Superintendence	$ 101,719.19	$ 101,885.15			$ 165.96	.16
Outside Agencies	366,095.95	371,499.56			5,403.61	1.45
Advertising	35,310.38	32,455.95	$ 2,854.43	8.79		
Traffic Associations	10,163.84	7,160.26	3,003.58	41.94		
Industrial and Immigration Bureaus		180.80			180.80	
Stationery and Printing	47,192.93	44,162.24	3,030.69	6.86		
Other Expenses		22.80			22.80	
Total	$ 560,482.29	$ 557,366.76	$ 3,115.53	.56		
Forward	$ 4,011,810.49	$ 3,962,097.34	$ 49,713.15	1.25		

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 11—CONTINUED

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 4,011,810.49	$ 3,962,097.34	$ 49,713.15	1.25		
Transportation Expenses:						
Superintendence	$ 113,858.26	$ 104,377.52	$ 9,480.74	9.08		
Dispatching Trains	55,067.33	56,075.24			$ 1,007.91	1.80
Station Employes	712,094.39	696,078.88	16,015.51	2.30		
Weighing and Car Service Associations	15,959.92	15,834.89	125.03	.79		
Station Supplies and Expenses	47,567.60	40,253.78	7,313.82	18.17		
Yardmasters and their Clerks	67,475.08	68,524.57			1,049.49	1.53
Yard Conductors and Brakemen	221,434.71	214,856.32	6,578.39	3.01		
Yard Switch and Signal Tenders	6,196.43	6,520.90			324.47	4.97
Yard Supplies and Expenses	2,950.93	3,818.32			867.39	22.71
Yard Enginemen	137,014.08	127,348.23	9,665.85	7.59		
Enginehouse Expenses, Yard	73,190.98	72,821.83	369.15	.51		
Fuel For Yard Locomotives	206,221.25	186,802.13	19,419.12	10.39		
Water for Yard Locomotives	9,519.46	7,780.36	1,739.10	22.35		
Lubricants for Yard Locomotives	3,782.79	3,949.14			166.35	4.20
Other Supplies for Yard Locomotives	2,553.89	3,012.70			458.81	15.21
Operating Joint Yards and Terminals—Dr.	128,351.00	129,463.58			1,112.58	.86
Operating Joint Yards and Terminals—Cr.	1.75	416.78	415.03	99.57		
Road Enginemen	624,101.57	610,472.03	13,629.54	2.23		
Enginehouse Expenses, Road	195,119.03	205,641.61			10,522.58	5.12
Fuel for Road Locomotives	1,347,701.72	1,231,341.31	116,360.41	9.45		
Water for Road Locomotives	67,386.57	68,328.20			941.63	1.38
Lubricants for Road Locomotives	22,170.04	20,448.16	1,721.88	8.42		
Other Supplies for Road Locomotives	17,652.60	22,523.60			4,871.00	21.63
Road Trainmen	601,075.94	574,760.58	26,315.36	4.58		
Train Supplies and Expenses	193,721.20	155,670.04	38,051.16	24.44		
Interlockers and Block and other Signals, Operation	42,979.03	33,920.89	9,058.14	26.70		
Crossing Flagmen and Gatemen	22,860.33	20,700.17	2,160.16	10.43		
Drawbridge Operation	1,393.61	1,328.68	64.93	4.88		
Clearing Wrecks	35,231.09	23,333.48	11,897.61	50.99		
Telegraph and Telephone Operation	36,900.07	29,679.99	7,220.08	24.32		
Stationery and Printing	39,320.27	42,126.27			2,806.00	6.66
Other Expenses	10,822.99	12,275.87			1,452.88	11.83
Loss and Damage, Freight	247,193.69	127,124.40	120,069.29	94.45		
Loss and Damage, Baggage	1,569.60	2,125.02			555.42	26.12
Damage to Property	28,959.82	25,924.34	3,035.48	11.71		
Damage to Stock on Right of Way	20,002.14	13,596.34	6,405.80	47.11		
Injuries to Persons	180,095.05	53,610.20	126,484.85	235.93		
Operating Joint Tracks and Facilities—Dr.	60,813.23	61,665.48			852.25	1.38
Operating Joint Tracks and Facilities—Cr.	17,172.09	17,540.23	368.14	2.10		
Total	$ 5,583,133.85	$ 5,056,158.04	$ 526,975.81	10.42		
General Expenses:						
Salaries and Expenses of General Officers	$ 65,685.62	$ 67,853.27			$ 2,167.65	3.19
Salaries and Expenses of Clerks and Attendants	202,544.34	208,191.97			5,647.63	2.71
General Office Supplies and Expenses	17,651.20	24,141.17			6,489.97	26.88
Law Expenses	53,622.19	48,987.84	$ 4,634.35	9.46		
Insurance	23,712.00	24,506.74			794.74	3.24
Stationery and Printing	17,843.47	22,261.16			4,417.69	19.84
Other Expenses	12,136.36	11,803.14	333.22	2.82		
General Administration, Joint Tracks, Yards and Terminals—Dr.	18,178.18	16,023.66	2,154.52	13.44		
General Administration, Joint Tracks, Yards and Terminals—Cr.	84.25	18.15			66.10	364.18
Total	$ 411,289.11	$ 423,750.80			$ 12,461.69	2.94
Grand Total	$10,006,233.45	$ 9,442,006.18	$564,227.27	5.98		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 12

	1912	1911	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Freight:						
(Revenue)						
Revenue Freight Locomotive Miles (Including all mixed, light and helping)	3,361,988	3,590,831			228,843	6.37
Revenue Freight Train Miles (Including all mixed trains)	3,065,876	3,324,432			258,556	7.78
Per Cent of Locomotive Miles in excess of Train Miles	9.66	8.01		1.65		
Freight Car Miles	97,905,782	102,599,795			4,694,013	4.58
Tons per Train—Revenue Freight	399.64	369.35	30.29	8.20		
(Revenue and Non-Revenue)						
Total Freight Locomotive Miles (Including all mixed, light, helping and transfer)	3,388,545	3,623,827			235,282	6.49
Total Freight Train Miles (Including all mixed trains)	3,092,036	3,356,485			264,449	7.88
Per Cent of Locomotive Miles in excess of Train Miles	9.59	7.97		1.62		
Loaded Freight Car Miles	69,743,390	71,556,212			1,812,822	2.53
Empty Freight Car Miles (Including caboose)	28,756,516	31,123,290			2,366,774	7.60
Total Freight Car Miles	98,499,906	102,679,502			4,179,596	4.07
Per Cent of Empty to total Freight Car Miles	29.19	30.31				1.12
Loaded Cars per Freight Train	22.56	21.32	1.24	5.82		
Empty Cars per Freight Train	9.30	9.27	.03	.32		
Total Cars per Freight Train	31.86	30.59	1.27	4.15		
Tons per Freight Train—All Freight	434.23	422.05	12.18	2.89		
Tons per loaded Car—All Freight	19.25	19.81			.56	2.83
Passenger:						
Revenue Passenger Locomotive Miles (Including all mixed, light and helping)	3,186,350	3,164,633	21,717	.69		
Revenue Passenger Train Miles (Including all mixed trains)	3,088,396	3,106,052			17,656	.57
Per Cent of Locomotive Miles in excess of Train Miles	3.17	1.89		1.28		
Passenger Car Miles (all cars)	16,352,504	15,918,282	434,222	2.73		
Cars per Passenger Train (all cars)	5.29	5.12	.17	3.32		
Passengers per Train	47	48			1	2.08
Passengers per Car	13	14			1	7.14

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED JUNE 30, 1912 AND 1911

EXHIBIT 13

COMMODITIES	Tons Carried 1912		Tons Carried 1911		Increase		Decrease	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
PRODUCTS OF AGRICULTURE:								
Grain	774,513	15.32	681,173	13.56	93,340	13.70		
Flour	339,220	6.71	355,851	7.08			16,631	4.67
Other Mill Products	108,081	2.14	80,619	1.61	27,462	34.06		
Hay	39,139	.77	45,023	.90			5,884	13.07
Tobacco	535	.01	1,093	.02			558	51.05
Cotton	2,884	.06	713	.01	2,171	304.49		
Fruits and Vegetables	140,045	2.77	132,503	2.64	7,542	5.69		
Other Products of Agriculture	64,342	1.28	68,198	1.36			3,856	5.65
Total	1,468,759	29.06	1,365,173	27.18	103,586	7.60		
PRODUCTS OF ANIMALS:								
Live Stock	208,121	4.12	210,207	4.18			2,086	.99
Dressed Meats	60,230	1.19	47,080	.94	13,150	27.93		
Other Packing House Products	29,593	.58	32,614	.65			3,021	9.26
Poultry, Game and Fish	13,926	.28	12,072	.24	1,854	15.36		
Wool	2,612	.05	2,842	.06			230	8.09
Hides and Leather	9,422	.19	15,112	.30			5,690	37.65
Other Products of Animals	15,547	.31	14,464	.29	1,083	7.49		
Total	339,451	6.72	334,391	6.66	5,060	1.51		
PRODUCTS OF MINES:								
Anthracite Coal	99,906	1.98	99,236	1.98	670	.68		
Bituminous Coal	908,096	17.96	889,533	17.71	18,563	2.09		
Coke	22,236	.44	20,235	.40	2,001	9.89		
Ores	3,962	.08	2,209	.04	1,753	79.36		
Stone, Sand and Other Like Articles	285,303	5.64	355,812	7.08			70,509	19.82
Other Products of Mines	111,016	2.20	112,453	2.24			1,437	1.28
Total	1,430,519	28.30	1,479,478	29.45			48,959	3.31
PRODUCTS OF FORESTS:								
Lumber	343,109	6.79	324,757	6.47	18,352	5.65		
Other Products of Forests	13,235	.26	17,626	.35			4,391	24.91
Total	356,344	7.05	342,383	6.82	13,961	4.08		
MANUFACTURES:								
Petroleum and Other Oils	128,608	2.54	110,244	2.20	18,364	16.66		
Sugar	46,489	.92	47,392	.94			903	1.91
Naval Stores	146		85		61	71.77		
Iron—Pig and Bloom	21,001	.42	31,503	.63			10,502	33.34
Iron and Steel Rails	36,069	.71	28,199	.56	7,870	27.91		
Other Castings and Machinery	114,487	2.27	111,166	2.21	3,321	2.99		
Bar and Sheet Metal	69,222	1.37	55,000	1.10	14,222	25.82		
Cement, Brick and Lime	368,254	7.29	388,536	7.73			20,282	5.22
Agricultural Implements	32,677	.65	32,328	.64	349	1.08		
Wagons, Carriages, Tools, etc	12,685	.25	15,682	.31			2,997	19.11
Wines, Liquors and Beers	36,586	.72	39,025	.78			2,439	6.25
Household Goods and Furniture	36,813	.73	35,160	.70	1,653	4.70		
Other Manufactures	196,620	3.89	226,742	4.51			30,122	13.28
Total	1,099,657	21.76	1,121,062	22.31			21,405	1.91
OTHER COMMODITIES:								
Merchandise	293,624	5.81	305,369	6.08			11,745	3.85
Miscellaneous	66,124	1.30	75,223	1.50			9,099	12.10
Total	359,748	7.11	380,592	7.58			20,844	5.48
TOTAL COMMERCIAL FREIGHT	5,054,478	100.00	5,023,079	100.00	31,399	.63		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, EIGHT YEARS ENDED JUNE 30, 1912.

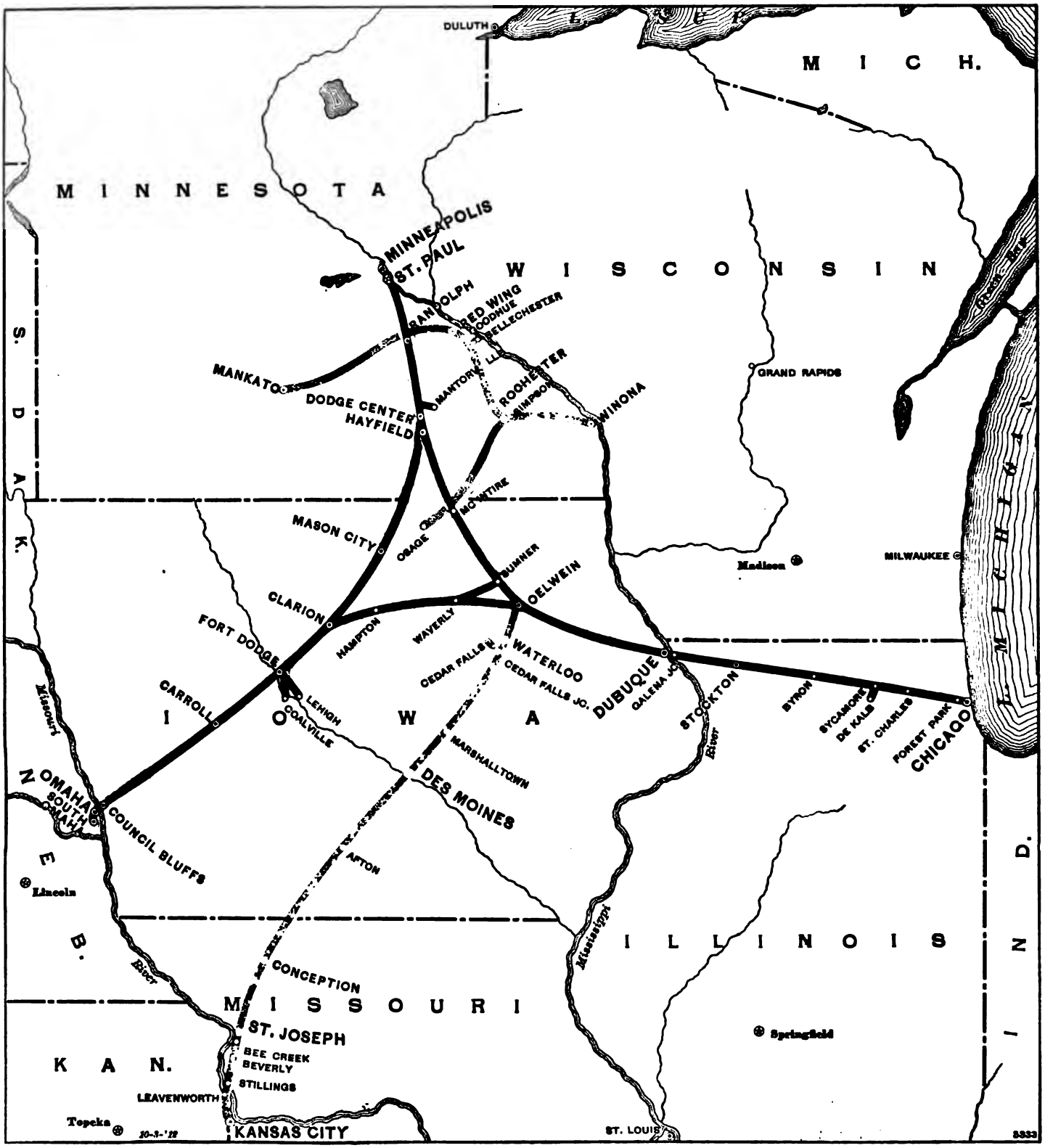
EXHIBIT 14

	1905	1906	1907	1908	1909	*1910	1911	1912
Average Mileage Operated	1,475.61	1,475.61	1,475.61	1,475.61	1,475.61	1,498.25	1,492.16	1,496.22
Gross Operating Revenue	$ 9,290,787.40	$10,753,642.44	$11,401,798.74	$10,390,306.28	$10,715,816.29	$12,074,743.46	$12,618,641.94	$12,795,242.13
Gross Operating Revenue per Mile of Road	$ 6,296.24	$ 7,287.59	$ 7,726.84	$ 7,041.36	$ 7,261.96	$ 8,059.23	$ 8,456.63	$ 8,551.71
FREIGHT STATISTICS:								
Freight Revenue	$ 6,582,044.64	$ 7,835,328.30	$ 8,259,016.94	$ 7,128,839.73	$ 7,434,148.32	$ 8,540,590.53	$ 8,820,370.47	$ 8,879,747.62
Freight Revenue per Mile of Road	$ 4,460.56	$ 5,309.89	$ 5,597.02	$ 4,831.11	$ 5,038.02	$ 5,700.38	$ 5,911.14	$ 5,934.79
Revenue Tons Carried One Mile	840,368,061	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332	1,227,893,035	1,225,238,896
Revenue Tons Carried One Mile per Mile of Road	569,506	704,545	773,249	688,753	732,660	793,716	822,896	818,890
Average Revenue per Ton Mile (cents)	0.783	0.754	0.724	0.701	0.688	0.718	0.718	0.725
Average Tons Revenue Freight per Train Mile	259.81	279.13	292.82	275.91	283.45	302.13	369.35	399.64
Average Tons Revenue Freight per Loaded Car Mile	14.26	14.76	15.27	15.86	16.07	16.59	17.17	17.66
Average Tons all Freight per Train Mile	295.08	313.72	327.89	313.69	325.84	343.24	422.05	434.23
Average Tons all Freight per Loaded Car Mile	16.19	16.59	17.09	18.03	18.47	18.97	19.81	19.25
Aggregate Capacity of Freight Cars	249,855	247,550	269,735	292,195	300,540	387,460	376,625	385,210
Average Capacity of Freight Cars	26.90	26.91	27.43	28.02	28.22	31.13	33.02	34.11
PASSENGER STATISTICS:								
Passenger Revenue	$ 2,162,306.46	$ 2,367,178.23	$ 2,569,698.08	$ 2,456,606.25	$ 2,482,104.04	$ 2,642,356.87	$ 2,844,470.45	$ 2,891,153.43
Passenger Revenue per Mile of Road	$ 1,465.36	$ 1,604.20	$ 1,741.15	$ 1,664.81	$ 1,682.09	$ 1,763.63	$ 1,906.28	$ 1,932.31
Passenger Revenue per Train Mile	$ 0.62	$ 0.68	$ 0.71	$ 0.67	$ 0.69	$ 0.84	$ 0.92	$ 0.94
Passenger Train Revenue	$ 2,635,263.54	$ 2,882,425.45	$ 3,114,307.03	$ 3,066,660.50	$ 3,102,549.15	$ 3,310,863.53	$ 3,557,356.25	$ 3,639,477.93
Passenger Train Revenue per Mile of Road	$ 1,785.88	$ 1,953.38	$ 2,110.52	$ 2,078.23	$ 2,102.55	$ 2,209.82	$ 2,384.03	$ 2,432.45
Passenger Train Revenue per Train Mile	$ 0.75	$ 0.82	$ 0.86	$ 0.84	$ 0.86	$ 1.05	$ 1.15	$ 1.18
Passengers Carried One Mile	102,511,210	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465	149,225,662	143,642,671
Passengers Carried One Mile per Mile of Road	69,470	79,694	84,920	90,175	93,612	92,598	100,006	96,004
Average Rate per Passenger Mile (cents)	2,109	2,013	2,050	1,846	1,797	1,905	1,906	2,013
Average Passengers per Passenger Train Mile	29	34	35	36	38	44	48	47

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909 to June, 1910, inclusive, which have been revised in some minor details of classification for purposes of bringing them in exact conformity with the classification prescribed by the Interstate Commerce Commission, and for more accurate comparison with the results of succeeding years.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 15 — WORKING DIVISION, JUNE 30, 1911



EXPLANATION

DIVISION	DESIGNATION	MILEAGE	RULING GRADE		PER CENT OF TANGENT TO TOTAL MILES
			East Bound	West Bound	
EASTERN		251.61	1.0%	1.0%	85
NORTHERN, Main Line		218.49	1.0%	1.0%	82
NORTHERN, Branch		277.43	1.25%	3.3%	70
SOUTHERN		362.44	1.0%	1.0%	73
WESTERN		386.25	0.5%	0.7%	83
TOTAL		1496.22			79

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1912

ALIGNMENT

EXHIBIT 16

DIVISION	Miles	CURVED TRACK		TANGENT TRACK	
		Aggregate Length in Miles	Per Cent	Miles	Per Cent
Eastern	226.96	34.06	15	192.90	85
Northern Main Line	207.88	36.40	18	171.48	82
Northern Branch Lines	277.43	83.85	30	193.58	70
Southern	321.17	85.86	27	235.31	73
Western	378.13	62.94	17	315.19	83
Total	1,411.57	303.11	21	1,108.46	79

GRADE

EXHIBIT 17

DIVISION	LEVEL TRACK		ASCENDING		DESCENDING	
	Miles	Per Cent	Sum in Feet	Aggregate Length in Miles	Sum in Feet	Aggregate Length in Miles
Eastern	34.23	15	2,491.0	93.74	2,958.0	98.99
Northern Main Line	40.66	20	2,593.8	85.39	2,553.3	81.83
Northern Branch Lines	53.97	19	4,106.5	117.36	3,601.5	106.10
Southern	56.43	18	3,718.1	121.08	4,189.4	143.66
Western	45.69	12	3,149.0	146.34	3,297.0	186.10
Total	230.98	16	16,058.4	563.91	16,599.2	616.68

COMPOSITION OF TRACK

RAIL

EXHIBIT 18

DIVISION	MILES OF RAIL					
	50-lb.	56-lb.	60-lb.	75-lb.	85-lb.	Total
Eastern, First Main Track			5.81		221.15	226.96
Eastern, Second Main Track					51.16	51.16
Northern, First Main Track			21.94	161.72	17.27	200.93
Northern, Second Main Track				6.27		6.27
Northern Branch, Main Track	22.87	50.67	175.26	35.58		284.38
Southern, Main Track			7.48	130.69	183.00	321.17
Western, First Main Track		15.92		362.21		378.13
Western, Second Main Track				1.04		1.04
Total	22.87	66.59	210.49	697.51	472.58	1,470.04

BALLAST

EXHIBIT 19

DIVISION	MILES OF BALLAST				
	Rock	Gravel	Cinders	Earth	Total Miles
Eastern, First Main Track	.40	222.46	4.10		226.96
Eastern, Second Main Track		51.16			51.16
Northern, First Main Track		172.42	28.51		200.93
Northern, Second Main Track		4.27	2.00		6.27
Northern Branch, Main Track		160.18	3.70	120.50	284.38
Southern, Main Track	86.21	209.28	25.68		321.17
Western, First Main Track		349.54	16.59	12.00	378.13
Western, Second Main Track		1.04			1.04
Total	86.61	1,170.35	80.58	132.50	1,470.04

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1912 (CONTINUED)

BRIDGES

EXHIBIT 20

DIVISION	Number	Per Cent of Total Number of all Bridges	LENGTH IN FEET			Per Cent of Aggregate Length of all Bridges
			Minimum	Maximum	Aggregate	
PERMANENT STEEL AND CONCRETE BRIDGES:						
Eastern	83	44	6	770	5,618	40
Northern Main Line	25	51	12	1,088	2,543	27
Northern Branch Lines	12	5	22	880	2,253	8
Southern	79	25	7	900	7,271	29
Western	25	9	24	2,582	6,695	27
Total	224	21			24,380	24
PILE AND FRAME TRESTLES:						
Eastern	106	56	6	388	8,442	60
Northern Main Line	24	49	12	260	6,825	73
Northern Branch Lines	246	95	9	600	25,307	92
Southern	243	75	12	734	17,880	71
Western	241	91	9	689	18,278	73
Total	860	79			76,732	76

EXHIBIT 21

CULVERTS

DIVISION	Number	Per Cent of Total Number of all Culverts	LENGTH IN FEET			Per Cent of Total of all Culverts
			Minimum	Maximum	Aggregate	
PERMANENT:						
Eastern	586	78	18	150	24,020	88
Northern Main Line	315	66	15	153	12,950	74
Northern Branch Lines	307	56	20	98	11,665	57
Southern	930	91	16	167	37,023	94
Western	131	40	19	184	6,223	38
Total	2,269	73			91,881	76
TEMPORARY:						
Eastern	163	22	20	53	3,277	12
Northern Main Line	160	34	21	200	4,632	26
Northern Branch Lines	240	44	18	56	8,745	43
Southern	91	9	20	60	2,222	6
Western	195	60	20	200	10,320	62
Total	849	27			29,196	24

EXHIBIT 22

TELEGRAPH AND TELEPHONE LINES

OWNERS	Owned June 30, 1912		Used Exclusively by C. G. W. R. R. Co.		Used Exclusively by Postal Company		Used Jointly by Postal and C. G. W. Cos.		Used Jointly by W. U. and C. G. W. Cos.	
	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire
Chicago Great Western Railroad Co	331.17	2,337.17	97.91	2,081.81			233.26	255.36		
Postal Telegraph Cable Co	917.67	9,789.52		1,776.94		7,927.18	917.67	85.40		
Western Union Telegraph Co.	206.01	273.56		71.20					206.01	202.36

CHICAGO GREAT WESTERN RAILROAD COMPANY

LOCOMOTIVES OWNED AND CHANGES, YEAR ENDED JUNE 30, 1912

EXHIBIT 23

	Wheel Arrangement	Owned June 30, 1911	Added by purchase during the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1912
SWITCHING:	OOO						
Cylinders, 17 x 24		6		1		1	4
Cylinders, 18 x 24		5		1	1		5
Cylinders, 19 x 26		5					5
Cylinders, 20 x 26		10					10
SWITCHING:	OOOO						
Cylinders, 20½ x 30		1					1
Cylinders, 22 x 32		10					10
TOTAL SWITCHING		37		2	1	1	35
EIGHT-WHEEL:	OOoo						
Cylinders, 17 x 24		31		20			11
Cylinders, 18 x 24		10		2	1		9
Cylinders, 19 x 24		9					9
TOTAL EIGHT-WHEEL		50		22	1		29
MOGUL:	OOOo						
Cylinders, 18 x 24		30		11		1	18
Cylinders, 19 x 28		2					2
Cylinders, 19 x 24		10					10
TOTAL MOGUL		42		11		1	30
TEN-WHEEL:	OOOoo						
Cylinders, 18 x 26		2					2
Cylinders, 19 x 26		4					4
Cylinders, 20 x 28		21					21
Cylinders, 26 x 28		4				4	0
Cylinders, 23 x 28		6					6
Cylinders, 22 x 28		0			3		3
Cylinders, 24 x 28		0			1		1
TOTAL TEN-WHEEL		37			4	4	37
PRAIRIE:	oOOOo						
Cylinders, 20 x 26		9				3	6
Cylinders, 21 x 26		3				2	1
Cylinders, 21 x 28		27			7		34
Cylinders, 24 x 28		29				4	25
Cylinders, 23 x 28		0			4		4
PRAIRIE TANDEM COMPOUND:	oOOOo						
Cylinders, 16 and 28 x 28		13				7	6
TOTAL PRAIRIE		81			11	16	76
CONSOLIDATION:	OOOOo						
Cylinders, 24 x 30		40					40
Cylinders, 20½ x 30		7					7
TOTAL CONSOLIDATION		47					47
PACIFIC:	oOOOoo						
Cylinders, 20 x 26		6			3		9
Cylinders, 24 x 26		5				5	0
Cylinders, 21 x 26		0			1		1
Cylinders, 21½ x 26		0			1		1
Cylinders, 22 x 26		0			5		5
TOTAL PACIFIC		11			10	5	16
MALLET COMPOUND:	oOOOOOOo						
Cylinders, 23 and 35 x 32		10					10
Cylinders, 21 and 25 x 28		3					3
TOTAL MALLET		13					13
GRAND TOTAL		318		35	27	27	283
MOTOR CARS		3					3
TOTAL MOTOR CARS		3					3

CHICAGO GREAT WESTERN RAILROAD COMPANY

CARS OWNED AND CHANGES, YEAR ENDED JUNE 30, 1912

EXHIBIT 24

	Owned June 30, 1911	Added by Purchase During the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1912
PASSENGER EQUIPMENT:						
Baggage	34					34
Baggage and Mail	14		2			12
Baggage and Passenger	6					6
Baggage and Buffet	3					3
Baggage, Mail and Passenger	3					3
Business	4					4
Buffet and Chair	3					3
Chair	37					37
Dining	4		1			3
Observation, Cafe and Club	9					9
Passenger	62		9			53
Passenger and Smoker	2					2
Postal	3					3
Total Passenger	184		12			172
FREIGHT EQUIPMENT:						
Automobile	158		1	11	1	167
Box	7,715		391		23	7,301
Caboose	150		12			138
Flat	920		28		4	888
Furniture	510		14	1		497
Gondola	793	415	58		1	1,149
Refrigerator	471		15			456
Stock	840		4			836
Total Freight	11,557	415	523	12	29	11,432
ROADWAY SERVICE EQUIPMENT:						
Auxiliary Tenders	3					3
Ballast	293					293
Ballast Plows	6					6
Boarding	27		9	11		29
Cinder Cars	83		9			74
Derrick	7					7
Ditchers	3		1			2
Flangers	5		1	1	1	4
Hart Convertible Cars	200					200
Lidgerwood Unloader	3		1	1		3
Locomotive Crane and Clamshell	1	1				2
Locomotive Crane and Magnetic Loader	1					1
Locomotive Crane	0	1				1
Miscellaneous (Other Roadway Cars)	1					1
Pile Drivers	3					3
Rail Loader	1					1
Roadway Gondola	28		12			16
Snow Plows	4					4
Steam Shovels	3					3
Spreaders	3					3
Scale Testing Car	1					1
Tool	24		1	1		24
Wrecking Crane	2					2
Work Cars	0			4		4
Total Roadway Service	702	2	34	18	1	687
Grand Total	12,443	417	569	30	30	12,291

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT CAR EQUIPMENT
CHANGES IN WEIGHT AND CAPACITY DURING YEAR ENDED JUNE 30, 1912

EXHIBIT 25

	Number of Cars	Average Weight Per Car (Pounds)	Total Capacity (Pounds)	Average Capacity Per Car (Pounds)
Box Cars:				
June 30, 1911	7,715	32,450	510,870,000	66,218
June 30, 1912	7,301	33,568	491,780,000	67,358
Increase	*5.37%	3.45%	*3.74%	1.72%
Flat Cars:				
June 30, 1911	920	26,560	62,280,000	67,695
June 30, 1912	888	25,290	60,720,000	68,378
Increase	*3.48%	*4.78%	*2.50%	1.01%
Furniture Cars:				
June 30, 1911	510	35,300	30,340,000	59,490
June 30, 1912	497	34,990	29,660,000	59,678
Increase	*2.55%	* .88%	*2.24%	.32%
Gondola Cars:				
June 30, 1911	793	31,200	59,960,000	75,612
June 30, 1912	1,149	35,730	98,940,000	86,110
Increase	44.89%	14.52%	65.01%	13.88%
Refrigerator Cars:				
June 30, 1911	471	41,000	27,940,000	59,320
June 30, 1912	456	40,800	27,180,000	59,605
Increase	*3.18%	* .49%	*2.72%	.48%
Stock Cars:				
June 30, 1911	840	29,998	50,400,000	60,000
June 30, 1912	836	32,600	50,160,000	60,000
Increase	* .48%	8.67%	* .48%	
Automobile Cars:				
June 30, 1911	158	36,200	11,460,000	72,531
June 30, 1912	167	37,490	11,980,000	71,737
Increase	5.70%	3.56%	4.54%	*1.09%
Total Freight Cars:				
June 30, 1911	11,407	33,064	753,250,000	66,034
June 30, 1912	11,294	34,353	770,420,000	68,215
Increase	* .99%	3.90%	2.28%	3.30%
†**Ballast Cars:**				
June 30, 1911	382	27,325	25,680,000	67,225
June 30, 1912	373	29,570	25,140,000	67,399
Increase	*2.36%	8.22%	*2.10%	.26%
†**Hart Convertible Cars:**				
June 30, 1911	200	42,800	20,000,000	100,000
June 30, 1912	200	42,800	20,000,000	100,000
Increase				
Total Cars:				
June 30, 1911	11,989	33,589	798,930,000	66,639
June 30, 1912	11,867	34,760	815,560,000	68,725
Increase	*1.02%	3.49%	2.08%	3.13%

†These are Roadway Service Cars, which are also used in Revenue Freight Service.
*Decreases.

EXHIBIT 26

ST. CHARLES HOTEL & PARK COMPANY

BALANCE SHEET JUNE 30, 1912

Cost of Property	$ 33,582.36		Capital Stock authorized	$ 36,000.00	
Less Cost of Property Sold or Destroyed	31,681.46	$ 1,900.90	Less Capital Stock not issued	7,300.00	$ 28,700.00
Cash		18,047.09	Taxes Accrued		33.00
Profit and Loss		8,785.01			
		$ 28,733.00			$ 28,733.00

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1912

EXPENSES		REVENUES	
Miscellaneous expenses	$ 26.30	Rent of grounds	$ 250.00
Taxes	179.60	Interest received	61.11
Interest on first mortgage note	149.99	Insurance Premium refunded	8.10
		Balance (loss) carried to Profit and Loss	36.68
	$ 355.89		$ 355.89

PROFIT AND LOSS ACCOUNT JUNE 30, 1912

Balance at debit, June 30, 1911	$ 2,963.87	Balance	$ 8,785.01
Loss from sale of Pottawattamie Park property	265.60		
Loss from destruction of house by fire	5,518.86		
Balance (loss) brought over from Income Account	36.68		
	$ 8,785.01		
Balance at debit of Profit and Loss	$ 8,785.01		$ 8,785.01

EXHIBIT 27

IOWA TOWNSITE COMPANY

BALANCE SHEET JUNE 30, 1912

Cost of Property	$ 163,383.40		Capital Stock		$ 10,000.00
Less Cost of Property Sold	140,281.84	$ 23,101.56	Audited Vouchers		17.40
Excess Lands—Mason City & Ft. Dodge R. R. Co.		3.00	Mason City & Ft. Dodge R. R. Co.		3.00
Readlyn Creamery Co. Stock		1.00	Taxes Accrued		283.60
Tenant Improvement Co. Stock		400.00			
Cash		3,016.60			
Bills Receivable		5,999.85	Profit and Loss		22,218.01
		$ 32,522.01			$ 32,522.01

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1912

EXPENSES		REVENUES	
Sundry expenses	$ 103.18	Profit on sales	$ 457.50
Commissions allowed on lands sold	42.82	Dividends received	4.00
Taxes	1,000.99	Interest (net)	442.70
		Balance (loss) carried to Profit and Loss	242.79
	$ 1,146.99		$ 1,146.99

PROFIT AND LOSS ACCOUNT JUNE 30, 1912

Balance (loss) for year ended June 30, 1912, brought over from Income Account	$ 242.79	Balance at credit June 30, 1911	$ 28,460.80
Dividend No. 1	6,000.00		
Balance	22,218.01		
	$ 28,460.80		$ 28,460.80
		Balance at credit of Profit and Loss	$ 22,218.01

EXHIBIT 28

IOWA DEVELOPMENT COMPANY

BALANCE SHEET JUNE 30, 1912

Cost of various townsite properties	$ 113,492.60		Capital Stock	$ 150,000.00
Less estimated Cost of Property Sold	28,252.45	$ 85,240.15	Taxes Accrued	600.00
Cash		35,074.30	Audited Vouchers	61.43
Bills Receivable		7,802.82		
Profit and Loss		22,544.16		
		$ 150,661.43		$ 150,661.43

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1912

EXPENSES		REVENUES	
Sundry expenses	$ 90.21	Rents Received	$ 580.00
Repairs to houses	720.25	Interest Received	767.36
Taxes	1,952.38	Balance (loss) carried to Profit and Loss	1,415.48
	$ 2,762.84		$ 2,762.84

PROFIT AND LOSS ACCOUNT JUNE 30, 1912

Loss in the years 1899 and 1900	$ 40,000.00	Balance to credit June 30, 1911	$ 18,871.32
Balance (loss) brought over from Income Account	1,415.48	Balance	22,544.16
	$ 41,415.48		$ 41,415.48
Balance at debit of Profit and Loss	$ 22,544.16		

EXHIBIT 29

LEAVENWORTH TERMINAL RAILWAY & BRIDGE COMPANY

BALANCE SHEET JUNE 30, 1912

Property Account	$ 1,215,995.94		Capital Stock	$ 600,000.00
Less value of rights granted Postal Telegraph Cable Co.	3,000.00	$1,212,995.94	First Mortgage 5% Bonds	600,000.00
Real Estate		2,555.00	Audited Vouchers	1,421.64
Cash		13,734.33	Unpaid Coupons (Including $15,000.00 payable July 1, 1912)	15,025.00
Central Trust Company of New York (Cash)		9,047.09	C. G. W. R. R. Co. Advances	40,000.00
Central Trust Company of New York (Interest Deposits)		15,025.00	Taxes Accrued	2,699.36
Central Trust Company of New York (Securities in Sinking Fund)		40,000.00	Profit and Loss	47,028.02
Accounts Receivable		12,816.66		
		$1,306,174.02		$1,306,174.02

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30, 1912

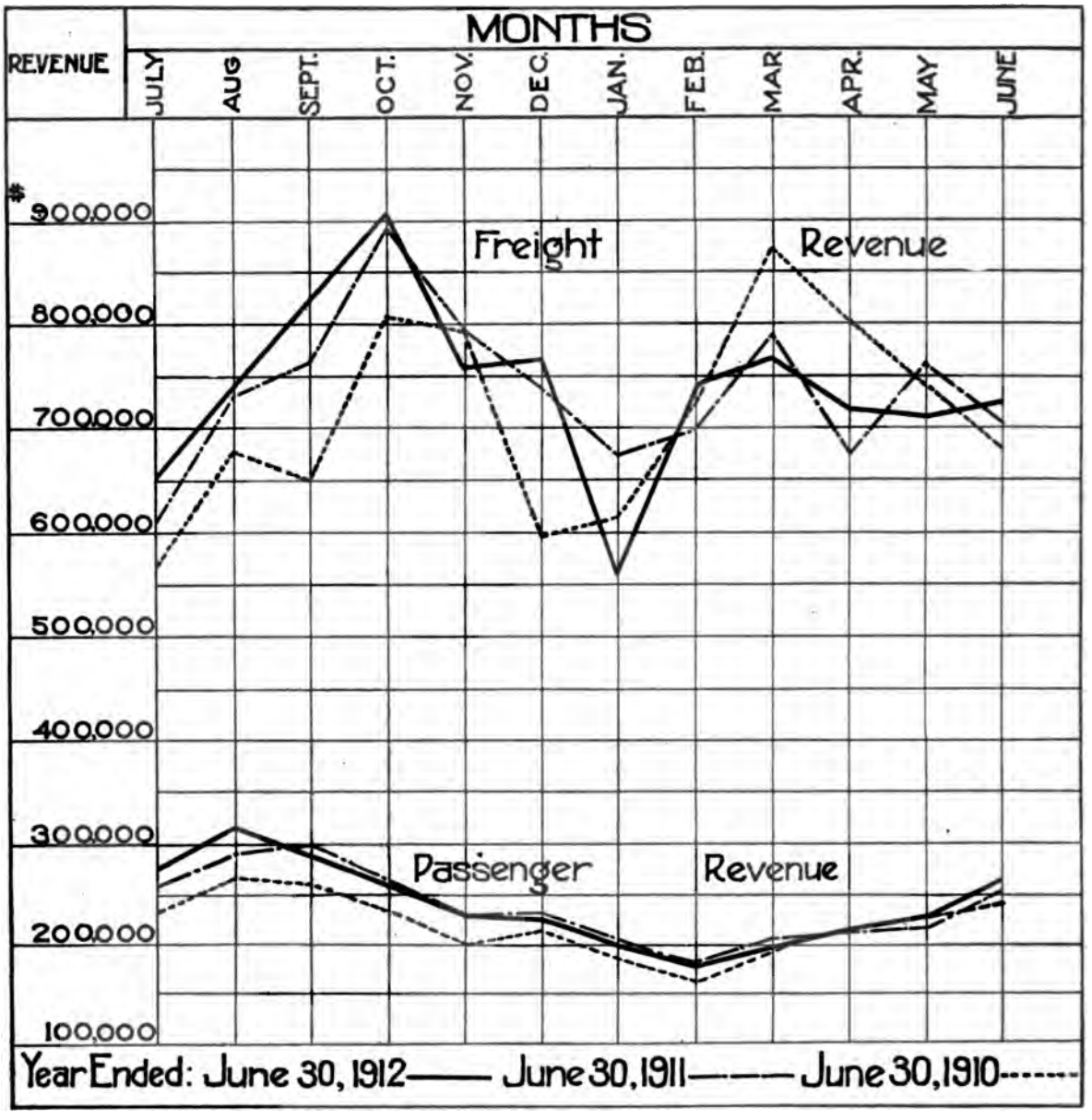
EXPENSES		REVENUES	
Operating Expenses	$ 1,128.32	Property Rental Received	$ 38,643.60
Taxes	5,187.19	Bridge Tolls	8,670.60
Interest on Funded Debt	30,000.00	Interest on Sinking Fund Account	177.02
Balance (gain) carried to Profit and Loss	13,388.54	Other Interest	2,212.83
	$ 49,704.05		$ 49,704.05

PROFIT AND LOSS ACCOUNT JUNE 30, 1912

Balance	$ 47,028.02	Balance to credit June 30, 1911	$ 33,639.48
		Balance (gain) brought over from Income Account	13,388.54
	$ 47,028.02		$ 47,028.02
		Balance at credit of Profit and Loss	$ 47,028.02

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARISON OF FREIGHT AND PASSENGER REVENUES FOR THE YEARS ENDED JUNE 30, 1912, 1911 AND 1910



COMPARISON OF TOTAL OPERATING REVENUES, OPERATING EXPENSES, AND NET OPERATING REVENUES FOR YEARS ENDED JUNE 30, 1912, 1911 AND 1910

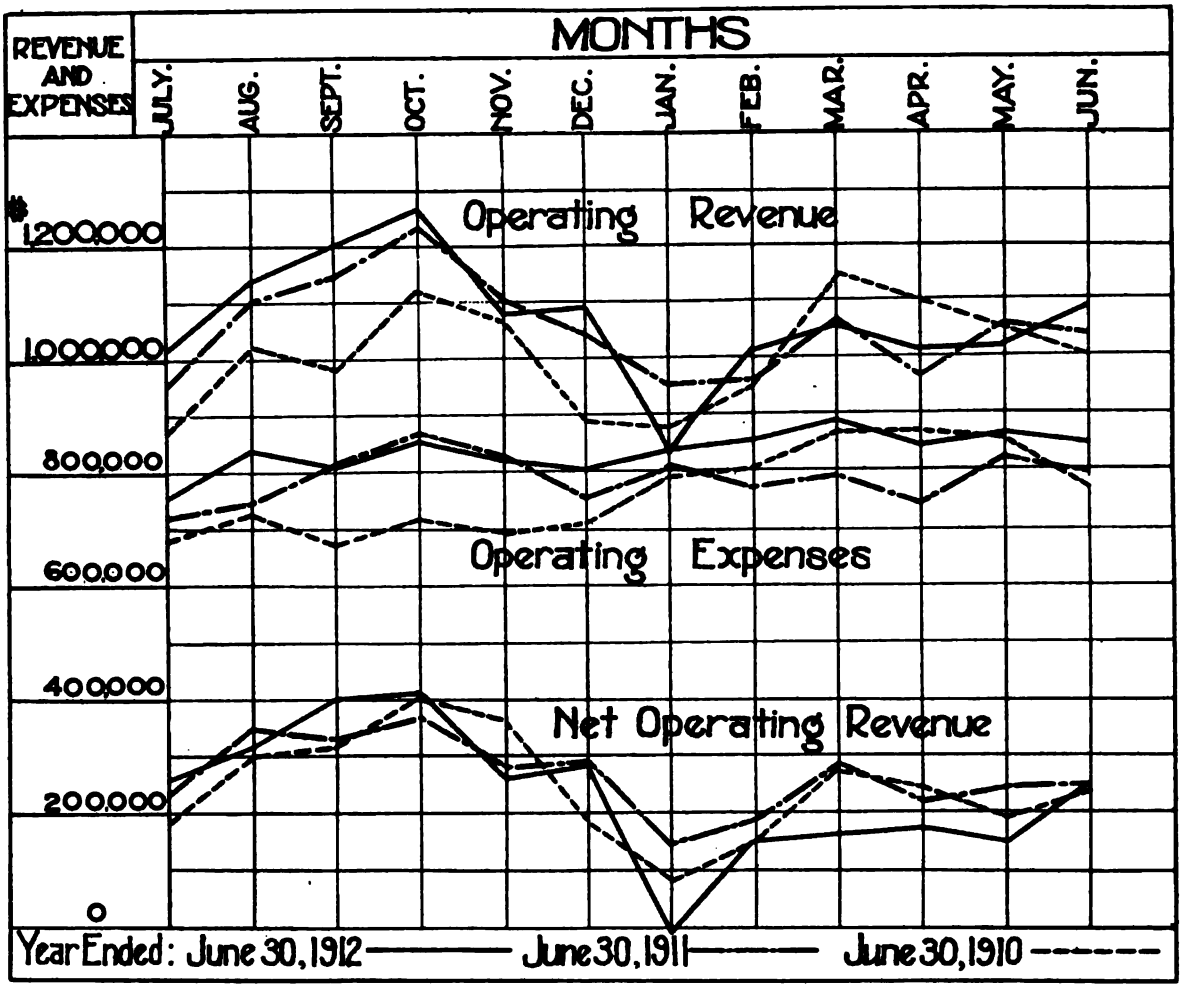


EXHIBIT 32 COMPARISON OF RATIO OF OPERATING EXPENSES, EXCLUSIVE OF TAXES, TO OPERATING REVENUE FOR YEARS ENDED JUNE 30, 1912, 1911 AND 1910

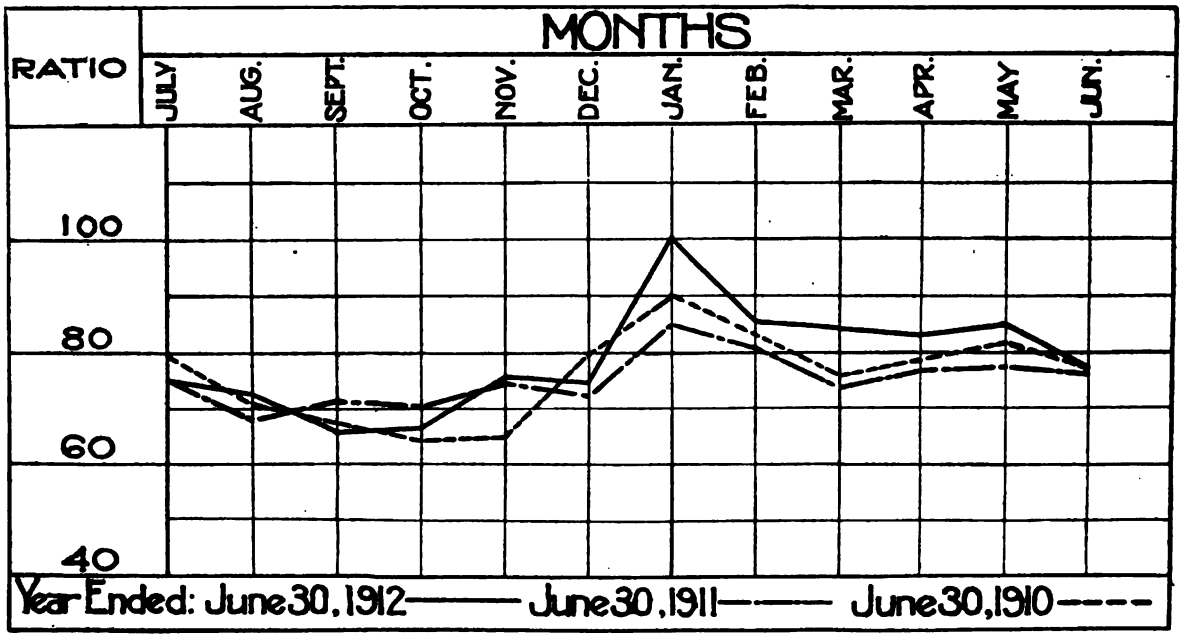
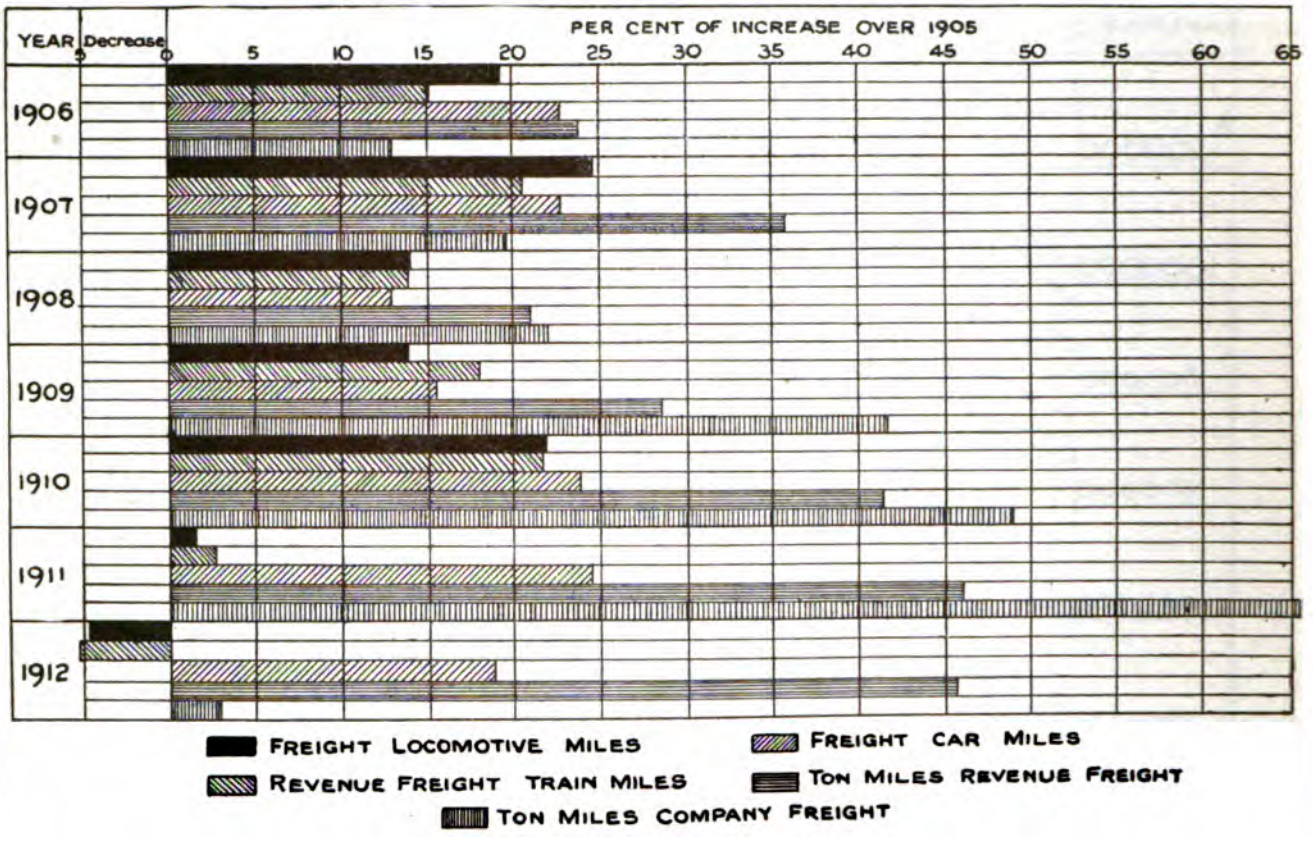


EXHIBIT 33

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OVER THE YEAR ENDED JUNE 30, 1905, IN MILES RUN BY LOCOMOTIVES IN FREIGHT TRAIN SERVICE, REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS, NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE AND NUMBER OF TONS OF COMPANY FREIGHT CARRIED ONE MILE



AVERAGE LADING PER TRAIN, LOCOMOTIVE AND CAR

ALL FREIGHT

EXHIBIT 34

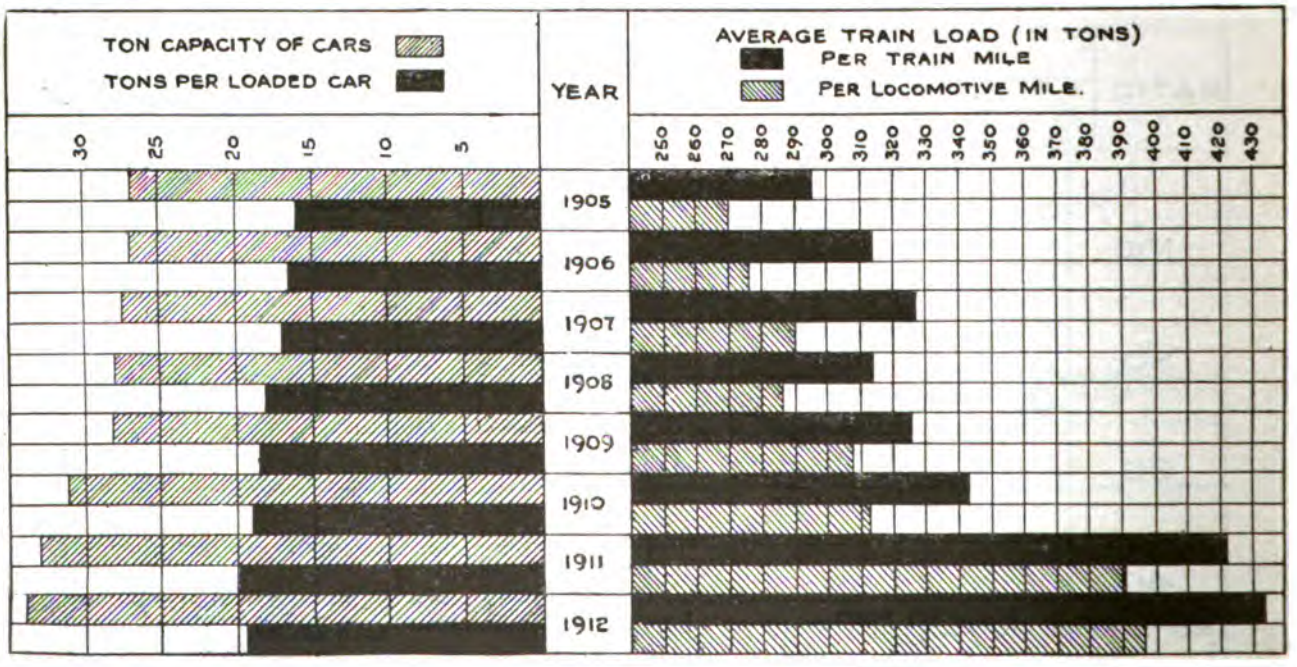
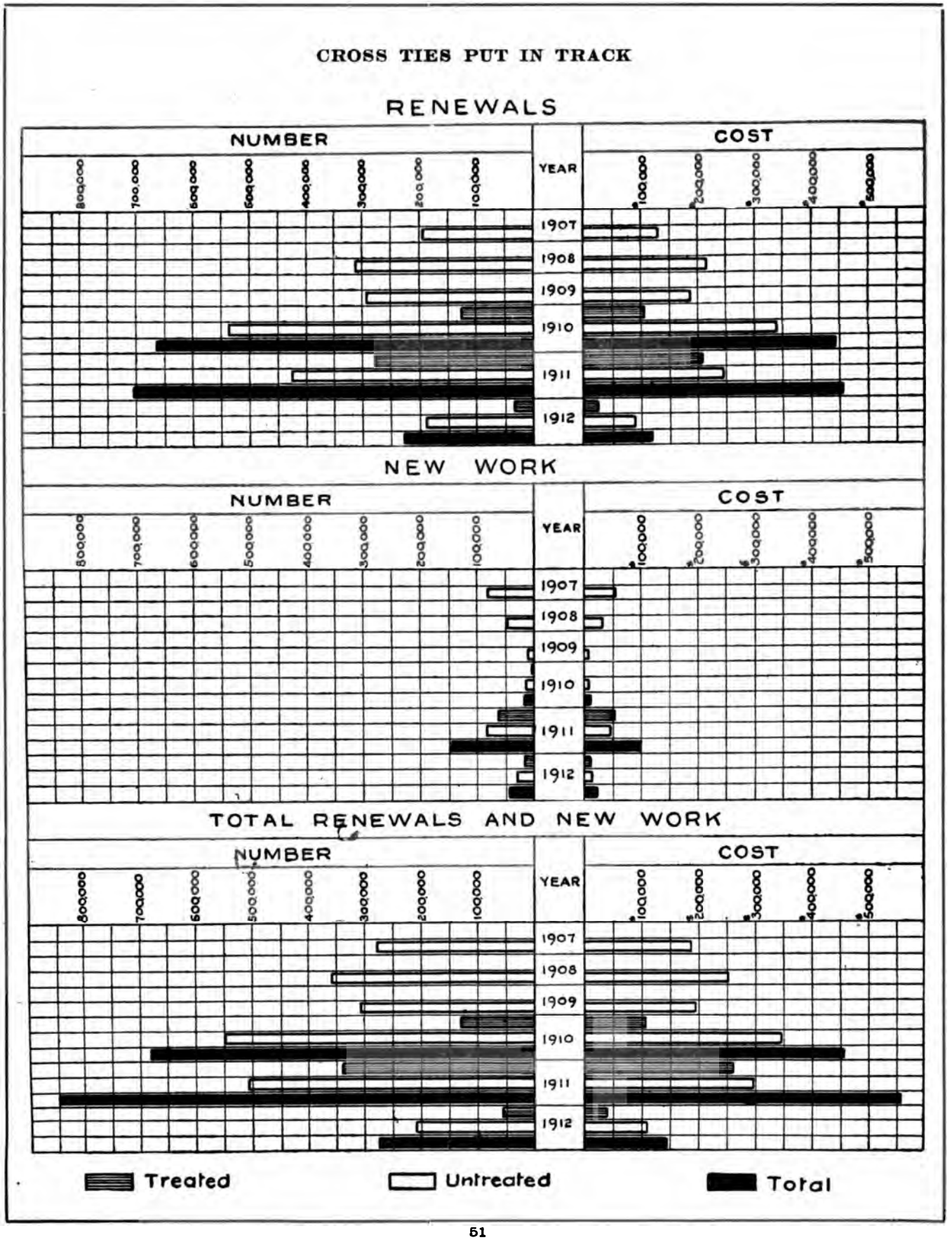


EXHIBIT 35

CHICAGO GREAT WESTERN RAILROAD COMPANY



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FOURTH ANNUAL REPORT

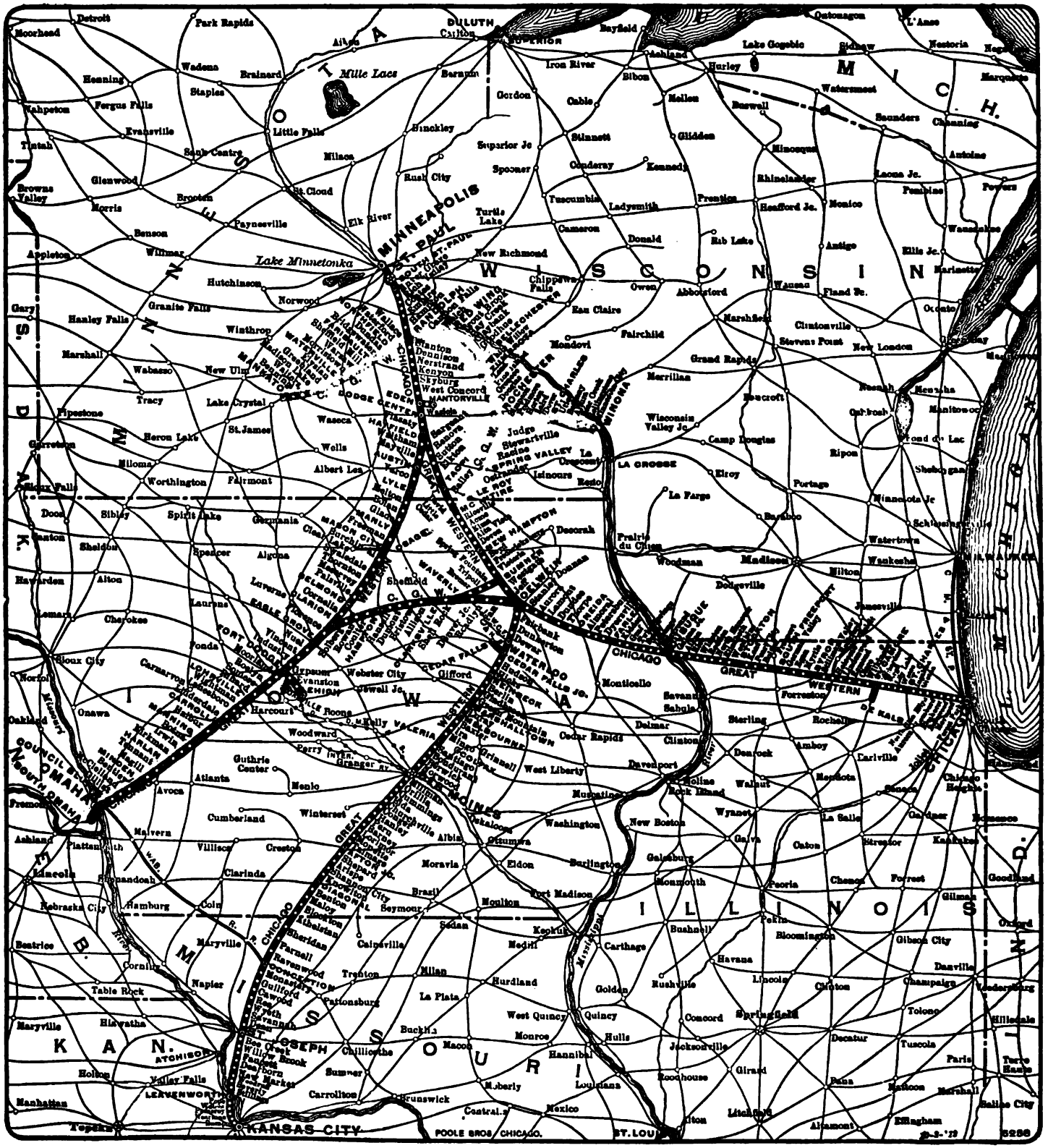
OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1913

CHICAGO, 1913


CHICAGO GREAT WESTERN RAILROAD
MASON CITY & FORT DODGE RAILROAD
WISCONSIN, MINNESOTA & PACIFIC RAILROAD

FOURTH ANNUAL REPORT

OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY

FOR THE

YEAR ENDED JUNE 30, 1913

CHICAGO, 1913

BOARD OF DIRECTORS

		Term Expires
F. WEYERHAEUSER	St. Paul	1913
E. F. SWINNEY	Kansas City	1913
E. N. HURLEY	Chicago	1913
SAMUEL M. FELTON	Chicago	1914
CHARLES STEELE	New York	1914
JOHN R. MORRON	New York	1914
C. H. CONOVER	Chicago	1915
CLYDE M. CARR	Chicago	1915
A. A. SPRAGUE II	Chicago	1915
E. C. FINKBINE	Des Moines	1915
JAMES S. BELL	Minneapolis	1916
JOHN A. SPOOR	Chicago	1916
MILTON TOOTLE JR.	St. Joseph	1916

OFFICERS

SAMUEL M. FELTON	President
JOSEPH W. BLABON	Vice-President
W. A. GARRETT	Vice-President
JOHN BARTON PAYNE	General Counsel
J. F. COYKENDALL	Secretary and Treasurer
CON. F. KREBS	Auditor
L. C. FRITCH	Chief Engineer
J. G. NEUFFER	Superintendent of Motive Power
OSCAR TOWNSEND	General Freight Agent
A. L. CRAIG	General Passenger Agent
B. BRIARD	Purchasing Agent

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1913

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended June 30, 1913:

MILES OF ROAD AND TRACKS OPERATED AT JUNE 30:

	1913	1912	Increase	Decrease
FIRST MAIN TRACK:				
Owned	756.01	756.01	.....	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	378.13	378.13	.....	.....
Wisconsin, Minnesota & Pacific R. R.	277.43	277.43	.....	.....
Total	1,411.57	1,411.57	.....	.....
Trackage Rights Leased from Other Companies	84.65	84.65	.....	.....
Total First Main Track Operated	1,496.22	1,496.22	.....	.....
SECOND MAIN TRACK:				
Owned	57.43	57.43	.....	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	1.04	1.04	.....	.....
Total	58.47	58.47	.....	.....
Trackage Rights Leased from Other Companies	46.90	46.90	.....	.....
Total Second Main Track Operated	105.37	105.37	.....	.....
SIDE TRACKS:				
Owned	366.51	360.04	6.47	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	103.45	103.45	.....	.....
Wisconsin, Minnesota & Pacific R. R.	38.34	38.20	.14	.....
Total	508.30	501.69	6.61	.....
Trackage Rights Leased from Other Companies	35.79	35.79	.....	.....
Total Side Tracks Operated	544.09	537.48	6.61	.....
TOTAL ALL TRACKS:				
Owned	1,179.95	1,173.48	6.47	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	482.62	482.62	.....	.....
Wisconsin, Minnesota & Pacific R. R.	315.77	315.63	.14	.....
Total	1,978.34	1,971.73	6.61	.....
Trackage Rights Leased from Other Companies	167.34	167.34	.....	.....
Total All Tracks	2,145.68	2,139.07	6.61	.....

Details of the mileage are shown in Exhibit No. 1, page 19.

INCOME:

The Income results for the year ended June 30, 1913, were as follows:

RAIL OPERATIONS:		
Operating revenues	$	14,000,618.42
Operating expenses		10,260,142.08
Net operating revenue	$	3,740,476.34
OUTSIDE OPERATIONS (net surplus)		2,293.14
Total net revenue	$	3,742,769.48
TAXES		439,418.99
Operating income	$	3,303,350.49
OTHER INCOME		118,474.94
Total income	$	3,421,825.43
CHARGES:		
Interest on Chicago Great Western Railroad Company bonds	$	917,500.00
Interest on Mason City & Ft. Dodge Railroad Company bonds. (See Note)		490,000.00
Interest on Wisconsin, Minnesota & Pacific Railroad Company bonds. (See Note)		232,440.00
Other Interest		1,683.35
Rentals paid for tracks, yards and other facilities		587,774.53
Hire of Equipment (balance)		*56,904.52
Miscellaneous		14,292.62
Total charges	$	2,176,785.98
Surplus	$	1,245,039.45

*Credit.

NOTE.—The interest on the bonds of the Mason City and Ft. Dodge R. R. Co. and of the Wisconsin, Minnesota and Pacific R. R. Co. are not obligations of the Chicago Great Western R. R. Co. unless earned under the terms of and as provided in the leases of the two properties.

For detailed and comparative statements of the Income, see Exhibits 2 and 3, on pages 20 and 21.

OPERATING REVENUES:

The total Operating Revenue of the system for the year amounted to $14,000,618.42, against $12,795,242.13 for the year 1912; an increase ot $1,205,376.29 or 9.42% over the preceding year.

Reference is invited to Exhibit 14, page 33, showing the revenues for the nine years ended June 30, 1913, and the improvements therein during the last four years, as compared with the years prior thereto.

In connection with the revenue accounts the following facts are noted:

FREIGHT TRAFFIC:

The Freight Revenue for the year amounted to $9,795,074.38, as compared with $8,879,747.62 for the preceding year, an increase of $915,326.76, or 10.31%.

Of this increased revenue, $208,460.44 came from transportation of Products of Agriculture, including grains, flour and other mill products, hay, tobacco, cotton and vegetables (fresh, canned and dried).

$42,736.02 of the increase came from Products of Animals, including horses, cattle, sheep, hogs, dressed meats and other packing house products, wool, hides, leather, etc.

$104,345.22 of the increase came from Products of Forests.

$378,435.31 of the increase came from Manufactures.

$185,466.14 of the increase came from Merchandise and Miscellaneous traffic. The revenue from Products of Mines, including hard and soft coal, coke, ore, bullion, asphaltum, clay, stone, sand, salt and other mineral products, decreased $4,116.37, due entirely to diminished tonnage of coal and coke.

For a detailed statement of the tonnage of each commodity, as compared with the tonnage a year ago, see Exhibit 13, page 32.

The aggregate of the revenue tonnage carried during the past year was 5,306,774 tons, as compared with 5,054,478 tons in the previous year—the increase being 252,296 tons, or 4.99%.

The tons-one-mile of revenue freight increased from 1,225,238,896 in the year 1912, to 1,337,724,849 in 1913, an increase of 112,485,953, or 9.18%.

The revenue per ton per mile in the year 1913 was 7.32 mills, as compared with 7.25 mills in the previous year, an increase of .07 mills, or .97 of one per cent.

The revenue per freight-train mile in the year 1913 was $3.29, as compared with $2.90 in the preceding year, an increase of 13.45%.

See Exhibit 10, page 28, for comparative freight-traffic statistics.

PASSENGER TRAFFIC:

The revenue from passenger traffic during the past year was $3,144,283.86, which is $253,130.43 or 8.76% more than that of the preceding year.

The summaries and results of the passenger traffic, as compared with those of the preceding year, are as follows:

The number of passengers carried increased 151,082, or 6.04%, the total number carried in 1913 being 2,651,096, against 2,500,014 carried in the previous year.

The revenue passengers carried one mile increased from 143,642,671 in the preceding year, to 153,998,072 in the past year, an increase of 10,355,401, or 7.21%.

The revenue per passenger-mile for the year 1913 was 2.042 cents, as compared with 2.013 cents for the preceding year, an increase of .029 cents, or 1.44%.

The Passenger Revenue per passenger-train mile increased from 94 cents in the year 1912, to $1.01 in the past year, an increase of 7.45%.

The revenue from all passenger train service (including passengers carried, mail, express, etc.), per passenger train mile, increased from $1.18 in the year 1912, to $1.26 in the past year, or 6.78%.

See Exhibit 10, page 28, for comparative passenger-traffic statistics.

MAIL REVENUE:

In Mail Revenue there was an increase in the year 1913, as compared with the preceding year, of $654.17.

EXPRESS REVENUE:

The revenue from this source for the year 1913 was $349,759.64, as compared with $346,370.05 for the preceding year, an increase of $3,389.59.

On the 1st of January 1913 the Parcels Post service of the Post-Office Department was put into operation, and since that date packages of merchandise weighing eleven pounds or less have been transported in the United States mail at rates under those previously charged by the Express companies for similar service. On August 15, 1913, the weight of packages permitted to be transported by the Parcels Post was increased to twenty pounds. The result of this innovation has been that the volume of United States mail carried on the company's trains has increased largely and continuously, and the volume of Express traffic has decreased correspondingly; and while the company has received no increased compensation for transporting the United States mail, and there is at this time no prospect of its receiving adequate increased compensation in the future for the additional services thus rendered, it is very probable that the withdrawals of such parcel traffic from the Express companies will so reduce the traffic and revenues of those companies that this company's revenue from transportation of traffic for the Express Company will probably not exceed the contract minimum in the future.

MISCELLANEOUS REVENUE:

In the revenue from Excess Baggage, there was an increase of $64.61, or .19 of one per cent.

In the Milk Revenue (on passenger trains) there was an increase of $365.95, or .26 of one per cent.

In the Other Passenger Train Revenue there was an increase of $2,737.56, or 51.81%.

In Switching Revenue there was an increase of $14,948.60, or 8.60%.

In Car Service Revenue there was an increase of $9,229.05, or 27.23%.

In the rentals received for right-of -way and lands not immediately required for the company's purposes, there was a decrease of $257.34 as compared with the amount received in the preceding year. This is due to the putting to the company's use during the last year some of the lands which previously had been rented out. However, the amount of such rents received during the year was $47,859.17. From September 1, 1909, to June 30, 1913, the amount received from this source is $138,683.34.

For comparison of the revenue accounts in detail, see Exhibit 2, page 20.

INDUSTRIAL DEVELOPMENT:

Industries have been located along the company's line during the year, as follows:

At Austin, Minn., a large warehouse has been erected for storage and distribution of agricultural implements, and the Hormel Packing Co. have enlarged their plant to accommodate their growing business.

At Douglas, Minn., a new cheese factory has been established adjacent to the company's tracks.

At Faribault, Minn., a new four-story furniture warehouse and a three-story shoe factory have been erected along this company's tracks.

At Northfield, Minn., the Northfield Iron Works have added a new building to their plant adjacent to our tracks.

At Red Wing, Minn., a tannery, located on the company's tracks, has made extensive enlargement of its plant.

At Rochester, Minn., a wholesale grocer has located a warehouse along the company's right of way.

At Varco, Minn., a cement plant, destroyed by fire, in 1912, has been rebuilt with an increased capacity of 25%.

At Waterville, Minn., a power company has located a sub-station adjacent to the company's tracks.

At Zumbrota, Minn., a cheese factory has been located near the company's right of way.

At St. Paul, Minn., an oil company has established a storage and distributing station on this company's tracks; two storage tanks, each of 12,000 gallons capacity, have been erected, and additional facilities will be provided as needed. An elevator company has increased its elevator capacity 100,000 bushels; and another company, dealing in creamery supplies, has established a new warehouse on this company's tracks.

At Minneapolis, Minn., an oil company has added seven storage tanks to their plant on the company's tracks; another company has increased the number of their linseed oil crushers from 24 to 48. Six new grain storage tanks, each of 25,000 bushels capacity, have been added to an elevator located in this company's East Minneapolis yard, making the present capacity of that elevator 600,000 bushels.

At Council Bluffs, Iowa, an oil company have built a storage plant on this company's terminals.

A toy manufacturing plant, until recently located in Wisconsin, has transferred its entire plant to Dubuque.

At Fort Dodge, Iowa, a fruit company have recently completed a two-story fire-proof warehouse along this company's right-of-way.

At Fredericksburg, Iowa, a cheese factory has been established along this company's right-of-way.

At Omaha, Neb., a company dealing in live and dressed poultry, eggs, etc., have erected a substantial building adjacent to our terminals. The retail coal yards of a fuel company, located on our property, are being enlarged.

At Kansas City, Mo., a brewing company of St. Joseph, Mo., have erected a large cold storage warehouse on this company's tracks, in which they intend to handle their supply for distribution.

The Standard Oil Company has established several new distributing stations at different points on the line.

RECONSTRUCTION AND MAINTENANCE OF WAY AND STRUCTURES:

The reconstruction of the line has been vigorously continued during the present year.

The work done on the roadbed and track during the years ended June 30, 1913 and 1912, was as follows:

	1913	1912
Ballast:		
Miles of track reballasted with gravel	189.31	106.77
Miles of track reballasted with rock	9.24	7.42
Miles of track reballasted with other material	10.28	9 71
Total miles of track reballasted	208.83	123.90
Bridges, Trestles and Culverts:		
Lineal feet of bridges, trestles and culverts rebuilt or replaced	7,506.50	15,588.00
Roadbed:		
Miles of roadbed widened and grades rectified	35.69	55.20
Miles of ditching for roadbed drainage (track miles)	18.76	16.79
Number of cuts widened	34.00	66.00
Cubic yards of material moved	145,762.00	87,000.00
Miles of right of way fencing rebuilt (track miles)	62.76	40 44
Cross Fences and Cattle Guards	161.00	240.00
Rails:		
Miles of track relaid with new 85-lb. steel rail	123.51	17.93
Miles of track relaid with 75-lb. relaying steel rail	12.62	5.39
Total miles of track relaid	136.13	23.32
Cross Ties put in Track:		
Total number treated cross ties	54,400	53,919
Total number untreated cross ties	391,988	216.245
Total number of cross ties put in track	446,388	270,164
Equal to miles of continuous track	156.09	95.82
Tie Plates and Rail Joints:		
Total number of new tie plates	146,926	29,009
Equal to miles of continuous track	25.33	5.12
Total number of new rail joints	24,185	14,983
Equal to miles of continuous track	81.83	41.20

As compared with the preceding year the expenses chargeable to "Maintenance of Way and Structures" show the following principal decreases: For Superintendence, $7,757.; for Removal of Snow and Ice, $76,439.; for Repairs of Signal and Interlocking Plants $2,100.; for Injuries to Persons $3,359.; for Stationery and Printing $1,967.; for Maintaining Joint Tracks and Facilities $35,162. On the other hand, the following increases are to be noted, viz.: For Ballast $12,943.; for Ties $59,476.; for Rails $25,815.; for general repairs of Roadway and Track $85,168.; for repairs and renewals of Bridges and Trestles $79,783.; repairs of Grade Crossings, Fences, Cattle Guards and Signs $10,242.; repairs of Telegraph and Telephone Lines $9,942.; repairs of Buildings, Fixtures and Grounds $40,934.; for Roadway Tools and Supplies $7,251.

See Exhibits Nos. 16 to 22, inclusive, pages 35 and 36, describing the physical characteristics and condition of the property on June 30, 1913. See also pages 8, 9 and 10 in respect to additions and improvements.

RECONSTRUCTION AND MAINTENANCE OF EQUIPMENT:

The rehabilitation of equipment acquired with the railroad on September 1, 1909, has been continued throughout the past year.

During the year 2 more of the Prairie type engines were converted into Pacific type engines by lengthening their boilers and substituting 4-wheel for 2-wheel trucks under the front end. A superheater also was applied to one of the engines thus converted.

Four Prairie type freight engines, which were formerly equipped with tandem compound cylinders, were changed to Simple type engines by removing their high-pressure cylinders. These engines are now more suitable for the requirements of the road, and their future cost of maintenance will be considerably less.

Of undesirable equipment there have been sold during the year 2 locomotives and 256 freight-train cars.

There have been dismantled also 2 locomotives, 3 passenger-train cars, and 131 freight-train cars.

There have been purchased during the year: 10 Mikado type locomotives, 1 dining car, 1 well drilling outfit.

In addition to the equipment purchased there was built at the Company's shops at Oelwein 1 steel motor inspection car.

179 locomotives received heavy repairs, and 35 locomotives received light repairs, at the average cost of $2,119.55 for the former, and $430.80 for the latter.

The average mileage per serviceable locomotive for the year was 32,809, while for the preceding year it was 33,423 miles.

61 passenger-train cars received heavy repairs or rebuilding, and 44 received light repairs, at the average cost of $1,401.84 for the former, and $229.86 for the latter.

Of freight-train cars, 14,339 received heavy repairs and 129,048 light repairs during the year.

The changes in the equipment between July 1, 1912, and June 30, 1913, were as follows:

	DEDUCTIONS		ADDITIONS	
	Sold or Destroyed	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	4	9	10	9
Baggage and Passenger Cars	1	.....	.....	1
Business Cars	.....	1	.....	.....
Chair Cars	1	.....	.....	.....
Dining Cars	.....	.....	1	.....
Passenger Cars	1	1	.....	.....
Automobile Cars	.....	2	.....	6
Box Cars	261	20	.....	.....
Flat Cars	91	2	.....	.....
Furniture Cars	13	.....	.....	2
Gondola Cars	13	.....	.....	.....
Refrigerator Cars	4	.....	.....	.....
Stock Cars	5	.....	.....	.....
Automatic Track Inspector	.....	.....	1	.....
Ballast Spreaders	.....	.....	.....	4
Ballast Cars	.....	4	.....	.....
Boarding Cars	2	.....	.....	4
Cinder Cars	6	.....	.....	.....
Derrick Cars	1	.....	.....	.....
Ditchers	.....	.....	1	.....
Flangers	1	.....	.....	1
Motor Inspection Cars	.....	.....	1	.....
Meal Cars	.....	.....	.....	1
Pile Drivers	.....	.....	1	.....
Roadway Gondola Cars	4	.....	.....	.....
Shop Cars	.....	.....	.....	5
Tool Cars	3	.....	.....	2
Well Drilling Outfit	.....	.....	1	.....
Work Cars—Flat	.....	.....	.....	2
Work Cars—Box	.....	.....	.....	2

The number and capacity of locomotives and cars in service June 30, 1913, and June 30, 1912, respectively, were as follows:

	On June 30, 1913	On June 30, 1912	Increase	Decrease	Percent
Locomotives	289	283	6	.....	2.12
Total weight, excluding tenders (tons)	25,987.65	24,537.30	1,450.35	.....	5.91
Total weight on drivers (tons)	20,646.23	19,548.03	1,098.20	.....	5.62
Total tractive power (tons)	4,821.27	4,560.35	260.92	.....	5.72
Passenger train cars	169	172	.....	3	1.74
Total seating capacity	6,358	6,518	.....	160	2.45
Freight train cars (including cabooses)	11,029	11,432	.....	403	3.53
Total capacity (tons), (excluding cabooses)	375,155	385,210	.....	10,055	2.61
Average capacity (tons), (excluding cabooses)	34.45	34.11	.34	.....	1.00
Road service cars	692	687	5	.....	.73

The apparent decreases indicated in this table are explained partly by the fact that at the beginning of the year there remained on hand some of the light and unserviceable equipment acquired from the Receivers on September 1, 1909, the disposition of which had been anticipated by the purchase of new equipment during the preceding years, but which has been actually disposed of only during the past year; also by the fact that some of the equipment which has been sold and dismantled during the past year, and which was to be replaced by new equipment, had not yet been replaced when the year closed.

The following table of the equipment as of September 1, 1909, and June 30, 1913, is inserted for comparison and better illustration of the conditions. It will be noticed that while there have been reductions in the numbers of some classes of equipment, there have been, at the same time, substantial increases in the efficiency and capacity:

Equipment Acquired September 1, 1909		June 30, 1913
Number of locomotives	300	289
Total weight, exclusive of tenders (tons)	20,403.50	25,987.65
Total weight on drivers (tons)	15,334	20,646.23
Total tractive power (tons)	3,525.80	4,821.27
Number of passenger train cars	178	169
Total seating capacity	7,750	6,358
Number of freight train cars (including cabooses)	10,839	11,029
Total capacity (tons), (excluding cabooses)	301,080	375,155
Average capacity (tons), (excluding cabooses)	28.13	34.45
Number road-service cars	381	692

TRANSPORTATION EXPENSES:

The Transportation Expenses in the year 1913 decreased $58,700.23 from 1912.

This decrease has been accomplished mainly by improved efficiency and continued close supervision, the evidence of which is found in the comparison of the expenses this year, against those of the preceding year, on the following accounts, viz.: Road Enginemen $25,355.; Enginehouse Expenses $27,269.; Fuel for Road Locomotives $88,814.; Water for Road Locomotives $3,580.; Lubricants for Road Locomotives $5,371.; Other Supplies for Road Locomotives $1,481.; Road Trainmen $17,946.; Clearing Wrecks $3,921.; Telegraph and Telephone Operation $1,750.; Stationery and Printing $1,464.; Damage to Property $6,367.

The total of these and other decreases in "Transportation Expenses" amounts to $240,235. But this amount was offset by necessary increases, as follows:

$9,995.56 in the account Station Employes, due partly to increased force required to handle the increased volume of traffic, and partly to increased wages demanded by and conceded to freight handlers; $7,602.14 in Yardmasters and their Clerks, $15,947.72 in Yard Conductors and Brakemen, $11,098.59 in Yard Enginemen, and $11,473.87 in Fuel for Yard Locomotives, all due, mainly, to the establishment of joint switching service with other companies at St. Paul and Minneapolis on September 1, 1912, and for which the other interested companies have been charged $36,253.21, as will be noted by the account Operating Joint Yards and Terminals—Cr., shown in Exhibit 12 on page 31. A portion of the increase in the expenditures on those accounts is attributable also to the increased volume of traffic this year as compared with that of last year.

There was an increase also of $48,056.56 in the account Train Supplies and Expenses, of which about $30,000. was expended for grain doors and grain door lumber to accommodate the larger movement of grain, and about $7,000. for detouring of our trains over another line around a bridge near Council Bluffs, Iowa, which was destroyed by the tornado in that section in March.

There were increases in the payments for account of Loss and Damage, Freight, $18,839.49, and of $38,830.42 for account of Injuries to Persons. The former increase is attributable mainly to the increased volume of traffic handled; and the latter is due principally to settlements made during the year, of personal injury claims which had accrued in previous years and the settlement of which had been pending in the meantime.

For comparative statement of the Operating Expenses in detail see Exhibit 12, pages 30 and 31.

Reference is invited also to the graphic chart, Exhibit 31, page 43, showing the steadily increased economy in the consumption of fuel for locomotives, the largest single item of expense during the last three years.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

Forest Park.—A frame station, 16 x 34 feet in size, to accommodate passenger traffic in the vicinity of Forest Park, has been completed.

Oelwein.—The new passenger station has been completed. This structure is built of pressed brick on concrete foundations, 50 x 129 feet in dimension, with French tile roof, and contains a ticket office, a waiting room, separate waiting rooms for men and women, lunch and dining room, conductors' room and baggage room. The building is heated by steam and lighted by electricity from the main power plant of the Oelwein Shops.

The Wells Fargo Express Company's building, 25 x 37 feet in size, 30 feet east of the passenger station, of the same design as the passenger station, has been completed. This building is the property of the Wells Fargo Express Company.

The following extensions and improvements of the Oelwein Shops have been completed during the year:

(*a*) An extension of the present wheel shop has been made, consisting of a brick building, 40 x 43 feet in size, with steel roof trusses and tile roof.

(*b*) The building occupied by the General Storekeeper has been remodeled to provide new quarters for the Superintendent of Motive Power, the Master Mechanic, the General Storekeeper and their office forces. The second story has been generally remodeled, provided with additional windows to furnish ample light, and modern heating and ventilating apparatus has been installed. These improvements will effect greater economy and efficiency in conducting the office work, by concentration of forces.

(*c*) A concrete oil house, 11 x 25 feet has been constructed at the east end of the passenger platforms, for use as a lamp house for passenger trainmen.

Afton Junction.—A frame passenger station, 18 x 38 feet in size, on concrete foundation, with slate roof, has been completed. This structure is used and owned jointly by the Chicago, Burlington & Quincy and the Chicago Great Western Roads.

Mason City.—A new freight terminal has been completed on purchased land lying north of the Chicago & North Western Railway Company's terminals, and one block nearer the business center of the city. The improvements consist of a concrete freight house, described in next paragraph; four team tracks, having a total capacity of 62 cars; and two house tracks, having a total capacity of 12 cars. Ample land is owned to increase the track capacity in the future, to twice the present capacity.

A reinforced concrete freight house, 43 x 200 feet in size, with concrete platform, 52 x 60 feet, has been completed. This building is thoroughly fire-proof. The streets adjacent to the freight house have been paved with concrete, and teaming to and from the city is now possible over continuously paved streets.

Kansas City.—A reinforced concrete addition to the Kansas City elevator, consisting of 12 concrete tanks, each 27 feet 8 inches in diameter and 85 feet high, with six interstice tanks, has been completed. This addition provides increased storage amounting to 513,304 bushels, which, in addition to the former elevator, which was constructed in 1905, provides a total capacity of approximately 1,000,000 bushels.

Carroll.—A rectangular engine house, 36 x 80 feet in size, with a capacity for two locomotives, consisting of a frame structure, sided with corrugated iron siding, has been completed.

East Minneapolis.—A rectangular engine house, 34 x 100 feet in size, with a capacity for two locomotives, consisting of a frame structure, sided with corrugated iron siding, has been completed.

St. Joseph.—A rectangular engine house, 20 x 151 feet in size, with a capacity for two locomotives, consisting of a frame structure, sided with corrugated iron siding, has been completed.

McClelland.—A frame depot, 22 x 55 feet in size, has been constructed, to replace the former depot destroyed by fire.

Covered milk platforms, 14 x 24 feet in size, have been built at Lovell's Crossing, Five Points, Plaines' Crossing and Budd, Iowa, on the Eastern Division.

COALING STATIONS:

St. Paul.—A new 100-ton, frame, mechanical, coaling station, of the balance-bucket type, equipped with scales and sprinkler system for fire protection, has been completed, replacing the former wooden gravity coaling station.

McIntire.—A new 100-ton, frame, mechanical coaling station, of the balance-bucket type, equipped with scales and sprinkler system for fire protection, has been completed. This coaling station replaces the former gravity coaling station at Riceville.

WATER STATIONS:

South Freeport.—A new 100,000 gallon capacity steel tank on a 30-foot steel substructure, has been completed, replacing the former wooden tanks of smaller capacity. New stand pipe and pipe line have also been provided connecting with the new steel tank, greatly reducing the time required in taking water for locomotives.

Graf.—A new 100,000 gallon capacity steel tank, on a 30-foot steel substructure, has been completed, replacing the former wooden tanks of smaller capacity. New stand pipe and pipe line have also been provided connecting with the new steel tank, greatly reducing the time required in taking water for locomotives.

Dyersville.—A new 100,000 gallon capacity steel tank, on a 30-foot steel substructure, has been completed, replacing the former wooden tanks of smaller capacity. New stand pipe and pipe line have also been provided connecting with the new steel tank, greatly reducing the time required in taking water for locomotives.

By the increased capacity in tanks the company is enabled to dispense with night pumpers.

Stillings.—A new water station, consisting of a pumping plant and wooden tank of 50,000 gallon capacity, has been erected just east of Stillings, to obviate the necessity of taking water at Leavenworth, which water was formerly taken from the city supply.

Reinbeck.—A new wooden tank, on 30-foot frame tower, of 50,000 gallon capacity, has been erected, to take the place of the former tank of smaller capacity.

Guilford.—A new wooden tank, on 30-foot frame tower, of 50,000 gallon capacity, has been erected to take the place of the former tank of smaller capacity.

Oil engines, using fuel oil, or distillate, which is much cheaper than gasoline, have been installed at a number of water stations, thereby greatly reducing the cost of pumping water.

A number of 12-inch water columns have been constructed, replacing 10-inch water columns which have been removed to the less important points.

AUTOMATIC BLOCK SIGNALS:

The automatic block signal installation on the Northern Division, extending from St. Paul to Randolph, a distance of 30 miles, described in last year's annual report, is now being extended from Randolph to Dodge Center, a distance of 38.48 miles, and between McIntire and Alta Vista, a distance of 20 miles, or a total of 58.48 miles. This installation is being made on that portion of the Northern Division which involves the most curvature, and train movements in this territory will be greatly assisted by this installation, which will also reduce the cost of operation. This installation will be entirely completed by December 31, 1913.

INTERLOCKING PLANTS:

Oelwein.—An interlocking plant, consisting of 16 levers, with power operated signals, has been installed at the crossing of the Chicago, Rock Island & Pacific and the Chicago Great Western at Oelwein, Iowa. This installation will obviate the necessity of stopping trains moving over this crossing, which lies immediately east of Oelwein station, and will greatly aid in the efficiency of operation.

St. Paul.—Interlocking plant has been constructed governing movements over the new Mississippi River bridge; and in connection therewith the West St. Paul interlocking plant, at the west end of the double track, has been revised to conform with the changes made necessary by the construction of the new bridge.

Somers.—The former electric interlocking plant at the crossing of the Chicago, Rock Island & Pacific and the Chicago Great Western at Somers, Iowa, which was destroyed by fire, has been rebuilt and placed in service.

Empire.—The interlocking plant at the crossing of the Chicago, Milwaukee & St. Paul and the Chicago Great Western, at Empire, which was formerly a plant so devised that the C. M. & St. P. trains were required to stop before passing over the crossing, has been re-arranged and made a standard interlocking plant.

CROSSING BELLS:

Crossing bells and automatic crossing signals have been installed at public street and highway crossings at South St. Paul, Dubuque and Red Wing, and placed in service during the year. A considerable saving has been effected by removing crossing flagmen at some of these crossings.

CROSSING GATES:

Dubuque.—Eleven sets of crossing gates have been installed at important street crossings. A number of these gates are installed and operated jointly by the Chicago, Milwaukee & St. Paul and the Chicago Great Western Roads. Economy has been effected in the cost of protecting these street crossings, by dispensing with a number of crossing watchmen where these crossing gates have been installed.

WINSTON TUNNEL VENTILATING PLANT:

The Winston Tunnel, which is a single track tunnel, 2,550 feet in length, on small cross-section, has for years given considerable trouble on account of smoke and gases affecting trainmen in passing through the tunnel. A forced draft ventilating system has been installed at the west end of the tunnel. This plant consists of a Diesel oil engine of 180 horse power capacity, driving a Sturtevant multivane fan, which delivers 280,000 cubic feet of fresh air per minute into the tunnel. The fan is operated only for East-bound trains, and the fresh air is driven into the tunnel at such a rate that the smoke and gases are driven ahead of the train while passing through the tunnel.

MISSISSIPPI RIVER BRIDGE, ST. PAUL:

A new single track bridge over the Mississippi River at St. Paul, replacing the former bridge built in 1885, which had become too light for modern locomotives and traffic, has been completed during the year. The new structure consists of steel superstructure on masonry foundations, and has a total length of 1,129 feet, including the pile trestle approaches at the ends, 384 feet in length, which will ultimately be filled. There is one movable span of 192 feet, operated as a vertical lift, 55 feet in height. The remainder consists of seven 175-foot deck plate girders. The superstructure is designed according to the most modern standard specifications for steel bridges, to carry the heaviest types of locomotives.

The lift span is operated by electric motors with great economy and despatch. The former structure consisted of one draw span 412 feet in length and three fixed through truss spans, each 225 feet in length, or a total of 1,087 feet in length. The new steel structure has a total length of the steel portion of 745 feet, and spans the river between the harbor lines. The fixed spans of the old structure will be utilized in replacing bridges on branch lines.

The new bridge was opened for traffic on April 21, 1913.

SHOP MACHINERY:

New machinery and appliances have been installed in the Company's principal shops at Oelwein, Iowa, during the year, as follows:

1 Stoker on Babcock and Wilcox boiler.
1 Damper regulator.
4 Soot blowers on boilers.
4 Set feed water regulators.
1 42 inch Maxi-Mill type vertical turret, motor driven.
1 No. 3 Colburn heavy duty drill press.
1 No. 5 upright hydraulic press-rod gang.
1 Portable bar for boring cylinders.
1 Oxy-Acetylene Outfit, with torches, gauges and hose.
1 Crane for use on frame fire.
1 Small crane for handling dies of forging machine.
1 Pneumatic ash-handling device.

Reference was made in the last annual report to expenditures made with a view of securing greater efficiency in the operation of the Company's shops at Oelwein.

The installation of the new power plant shows a decrease in labor of $2,664 and in coal consumed of $4,576 per annum.

In the improved power plant at the roundhouse, a net saving of $1,569 in coal per annum was effected.

The new cinder pits at the roundhouse have resulted in a saving of $1,423 per annum.

The installation of the new tool room has caused a saving of $1,058.

The cinder conveyor at the roundhouse has effected a saving of $300, and the washout system of $3,223 per annum in coal used for firing up engines.

There is a saving in the operating of the new plants, in addition to the above, of $2,004 per annum.

The new coaling station handled 5,239 more tons of locomotive fuel during the year, at a decreased cost of $727; the expense per ton in 1913 being 2.2 cents as against 3.1 in 1912.

The new electric driven pumping station for supplying water to the shops and roundhouse, with an increase of 17,864,000 gallons of water pumped, shows a decrease in cost of $832.

The new transfer table makes a saving of $600 per annum.

The installation of furnaces in the machine shop and a furnace near the foundry for melting the lead lining from car brasses and doing miscellaneous work of this kind, has resulted in a saving of $1,420 per annum.

The new Gantry crane shows a saving of $2,700 per annum over the old method of handling engines.

By the direct connection of the blast fans in the blacksmith shop with the motors, extending the electric power to the foundry and the rearrangement of the store room and oil house has effected a saving of $2,545 per annum.

The saving from the operation of the new tools and appliances installed in addition to the foregoing, amounts to $27,290. per annum.

In connection with the locomotive equipment, considerable work has been done toward the introduction of superheaters. At the close of the year there were fifty-nine locomotives equipped with superheaters; forty-one being the front end type, the remaining eighteen being the fire tube, high degree superheaters. The saving in the front-end type of superheaters has averaged 12 per cent. The fire tube superheater has averaged 25 per cent. There is a saving in operating the engines equipped with superheaters, of $15,450 in passenger and $39,167 in freight over the engines not so equipped. Locomotives equipped with superheaters can be forced to much greater power. Where with saturated steam, the heat carrying capacity has reached its maximum, the superheater adds sufficient heat to develop an increased power, which in turn produces an increase in the capacity of the engines, as well as a saving in the fuel and water consumed.

CAPITAL ISSUES:

The Capital Stock outstanding at the beginning of the year remains unchanged.

FUNDED DEBT:

The funded debt of the Company and its Proprietary Lines has remained unchanged during the year, and is as follows on June 30, 1913:

	Issued and Outstanding	Miles of Line Owned	Funded Debt per Mile
Chicago Great Western R. R. Co., First Mortgage	$22,500,000.00	756.01	$30,422.88
Chicago Great Western R. R. Co., Minneapolis Terminal Mortgage	500,000.00		
*Mason City and Fort Dodge R. R. Co	12,000,000.00	378.13	31,735.12
*Wisconsin, Minnesota and Pacific R. R. Co	6,232,000.00	277.43	22,463.32
Total for System	$41,232,000.00	1,411.57	$29,210.03

*The interest on the M. C. & Ft. D. and W. M. & P. bonds is not an obligation of the C. G. W. R. R. Co. unless earned under the terms of and as provided in the leases of the two properties.

See Exhibit No. 9, page 27, for description of security for funded debt.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD:

Reference is hereby made to the last printed Annual Report for a statement of the facts concerning the lease of the above mentioned railroad and of the limited liability of your Company for the payment of interest on the bonds of the Wisconsin, Minnesota & Pacific Railroad Company. Since the last Report, as a result of negotiations with the holders of a very large part, nearly all, of the above mentioned bonds, the same have been acquired by your Company and have been deposited by it with the Trustee of its First Mortgage dated September 1, 1909, to be kept alive and held under such Mortgage pursuant to the terms thereof. For such acquired bonds, the holders thereof received from your Company 50% of the par value of such bonds in the First Mortgage bonds of your Company at par, and another 50% in the preferred stock of your Company at par. It is the present intention, for a limited time, upon delivery to your Company of the small amount of outstanding bonds of the Wisconsin, Minnesota & Pacific Railroad Company, to deliver to the holders thereof a like pro rata amount of the above mentioned securities of your Company.

MASON CITY & FORT DODGE RAILROAD:

Reference is hereby made to the last preceding Annual Report for a statement of the facts concerning the lease of the above mentioned railroad and of the limited liability of your Company for the payment of interest on the bonds of the Mason City & Fort Dodge Railroad Company. Since the last Report there has been no substantial improvement in the situation, and the subject is under consideration by the Board of Directors.

PROPRIETARY COMPANIES:

The Chicago Great Western Railroad holds or controls interests in proprietary companies as shown in Exhibits Nos. 7 and 8. Brief descriptions of each of the properties thus controlled have been given in previous reports.

Reference is invited to pages 40 and 41 for balance sheets as of June 30, 1913, and the Income and Profit and Loss accounts for the last year, of the following companies, to-wit:

St. Charles Hotel & Park Company,
Iowa Townsite Company,
Iowa Development Company, and
Leavenworth Terminal Railway and Bridge Company,

the entire capital stock of each of which is owned by the Chicago Great Western Railroad Company.

St. Charles Hotel & Park Company:

As will be seen by reference to Exhibit 26, the expenses, taxes and assessments payable by this company during the year have largely exceeded the income, and therefore the company had a net loss of $1,418.62 for the year to carry to its Profit and Loss account, making the aggregate loss up to June 30, 1913, $10,203.63.

Iowa Townsite Company:

Exhibit 27 indicates that the net gain from the operations of this company in the year was $562.09, and that this added to the balance at credit of the Profit and Loss account at the beginning of the year, made the total profit up to the close of the year $22,780.10.

At the beginning of the year the company had reinvested in lands and other investments upwards of $13,500, and it held $5,999.85 in Notes Receivable, the Cash in hand at the same time being $3,016.60.

During the year the available Cash was increased by upwards of $5,000 by collections on Notes Receivable, and by approximately $1,400 more by the release, by sale of the lands, of so much of the previously reinvested surplus. This accumulation of cash has justified and enabled the company to declare and pay a dividend of $6,000, or 60%, upon its capital stock of $10,000; and at the close of the year, the surplus standing at credit of the Profit and Loss account is $16,780.10, against which there is in hand Cash $4,043.30 and Notes Receivable $840.90, the remainder being reinvested principally in saleable lands.

Iowa Development Company:

Exhibit 28 indicates that the net gain from this company's operations in the year was $1,239.63, and that after carrying this to Profit and Loss account the net loss standing in that account at June 30, 1913, is $21,304.53.

In 1905 this company suffered a loss of about $30,000 in grain speculations, and this loss will have to be extinguished by the annual profits from sales of lands and other income before the company can exhibit any surplus for distribution.

It will be seen by reference to the Balance Sheet of June 30, 1913, that at that date the company had on hand $37,476.26 of Cash, and $6,328.18 of Bills Receivable (notes). It will be seen also upon a study of the Balance

Sheet that this is not properly available for distribution; and therefore is has been, for the time being, placed in a special account in bank, where it is earning interest at 3% per annum.

LEAVENWORTH TERMINAL RAILWAY & BRIDGE CO.:

Exhibit 29 indicates that the net gain from this company's operations during the year was $10,852.96, and that after charging off $20,193.41 for extraordinary repairs in 1910 and 1911 the company's surplus at credit of the Profit and Loss account at the close of the year was $37,687.57.

By reference to the Balance Sheet it will be seen that at the close of the year the company had, besides $40,000 of securities in its Sinking Fund and $15,025 on deposit for past-due interest on its bonds, upwards of $16,000 in Cash and nearly a like amount in Accounts Receivable. On the other hand, it will be seen that the company is indebted to the C. G. W. R. R. Co. for Advances, to the amount of $40,000.

The business of this company is steadily improving.

GENERAL REMARKS:

At the time of the organization of the new Company, business conditions were promising. The reorganization of the property, was on a sufficiently conservative basis to justify the hope of a return on the Preferred stock within two years, at least.

Realizing this, the management has bent every effort to earn a return on the Preferred stock. These efforts have failed for various causes: First, because of new and most radical legislation; second, from two unusual winters, one the most severe in this territory in twenty-five years; third, by large increases in wages; and, fourth, by the failure of the railroads to secure any advance in their rates. The recent decision of the United States Supreme Court over-ruling the lower courts in the Minnesota Rate Case, which is very far reaching in its effect, has established a further, serious, obstacle to improvement in the future.

In spite of all these obstacles, however, a point has been reached where a return of over three per cent on the Preferred stock has been made in the past year. If increased rates can be secured and if business conditions are not seriously affected, the property in its present condition should be able to show by the 1st of July, 1914, from which date the dividend on the Preferred stock becomes cumulative, earnings equal to the full return on that investment.

By reference to the Consolidated Balance Sheet Statement (Exhibit 4, page 22), it will be noticed that the company had $2,653,963.19 at credit of its Profit and Loss account at June 30, 1913; that the Cash in hand was nearly as much, and the Cash and Accounts Receivable, together, were considerably more; and that the company had no floating debt.

The property is in most excellent condition, $16,157,310 having been expended on it during the last four years, and it is now capable of the most economical management. All that is needed is a sufficient density of traffic, with some reasonable increase in rates, to yield a partial return, at least, on the value of the property.

Your Board have felt that if the earnings on any reasonable rate basis could be brought up to $10,000 a mile, or approximately $15,000,000 per annum, payment of the Preferred dividend would be justified. You will note from a reference to the report that the gross revenue for the last year exceeded $14,000,000; so that substantial progress is being made towards the earnings above referred to.

In previous reports the improvements in the operating efficiency have been referred to. Efforts have been continued during the past year towards still greater efficiency; and the following tables and deductions show what has been accomplished:

	In 1909	In 1910	In 1911	In 1912	In 1913
Freight train miles	3,814,296	3,935,939	3,324,432	3,065,876	2,973,434
Tons per train mile	283.44	302.13	369.35	399.64	449.89
Freight revenue	$ 7,434,148	$ 8,540,591	$ 8,820,370	$ 8,879,748	$ 9,795,074
Freight revenue per train mile	$ 1.95	$ 2.17	$ 2.65	$ 2.90	$ 3.29

This table indicates that, as compared with four years ago, the train mileage has decreased 22.05 per cent, while, at the same time, there were increases in tons per train mile of 58.72 per cent, in freight revenue 31.76 per cent,

and in revenue per train mile 68.72 per cent. The average direct or running cost of freight engines and crews is, approximately,80 cents per train mile; and the amount saved by the reduced freight train mileage in 1913, from that of 1909, is, in round figures, $673,000.

Similar improvement of efficiency in handling the passenger traffic also is indicated by the following table:

	In 1909	In 1910	In 1911	In 1912	In 1913
Passenger train miles	3,610,904	3,163,889	3,106,052	3,088,396	3,104,876
Passengers per train mile	38	44	48	47	50
Passenger train revenue	$ 3,102,549	$ 3,310,864	$ 3,557,356	$ 3,639,478	$ 3,901,858
Passenger train revenue per train mile	$ .86	$ 1.05	$ 1.15	$ 1.18	$ 1.26

This table indicates, as compared with four years ago, a decrease of 14.01 per cent in the train miles, with increases, at the same time, of 31.58 per cent in the number of passengers per train mile, of 25.76 per cent in the revenue, and of 46.51 per cent in the revenue per train mile. The direct saving in passenger train service may be conservatively estimated at 50 cents per train mile, which would amount to $253,000, as compared with 1909.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

By Order of the Board of Directors,

S. M. FELTON,
President.

APPENDIX

MR. S. M. FELTON, *President*,
Chicago Great Western Railroad Company,
Chicago, Illinois.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and Proprietary Companies for the year ended June 30, 1913, and we hereby certify that the accompanying Balance Sheet, Income and Profit and Loss Accounts are in accordance therewith, and are properly drawn up to exhibit correctly the condition of the Company's affairs as at June 30, 1913.

The amounts charged to Property Investment since September 1, 1909, which include rehabilitation expenditures under the reorganization plan, are, in our opinion, proper additions to property.

We have been shown certificates from the Trustees as to the securities pledged, and those unpledged have been produced for our inspection or otherwise verified. We have verified the cash in hands of the Treasurer.

COMMONWEALTH AUDIT CO.,
R. W. MARTIN,
Certified Public Accountant,
Secretary.

CHICAGO, October 7, 1913.

CHICAGO GREAT WESTERN RAILROAD COMPANY

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CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 1 — STATEMENT OF MILEAGE, JUNE 30, 1913

		Main Track Miles	Second Track Miles	Yard Tracks and Sidings Miles	Total Miles
Chicago Great Western Railroad.					
MILEAGE OWNED:					
Forest Park, Ill.	To Galena Junction, Ill.	147.24			
Dubuque, Iowa	To St. Paul, Minn.	252.90			
Sycamore, Ill. (Branch)	To De Kalb, Ill.	5.81			
Eden, Minn. (Branch)	To Mantorville, Minn.	6.95			
Sumner, Iowa (Branch)	To Waverly, Iowa	21.94			
Cedar Falls Junction, Iowa (Branch)	To Cedar Falls, Iowa	7.48			
Oelwein, Iowa	To Des Moines, Iowa	130.51			
Freight Line through Des Moines, Iowa		2.48			
Passenger Line through Des Moines, Iowa		.33			
South Des Moines, Iowa	To St. Joseph, Mo.	156.42			
Bee Creek, Mo.	To Beverly, Mo.	22.85			
In Leavenworth, Kan.		.10			
In Kansas City, Kan.		.47			
In Kansas City, Mo.		.53			
Total		756.01	57.43	366.51	1,179.95
TRACKAGE RIGHTS:					
B. & O. C. T. R. R., Chicago, Ill.	To Forest Park, Ill.	10.33			
C. B. & Q. R. R., Galena Jct, Ill.	To Portage Curve, Ill.	.88			
Ill. Cent. R. R., Portage Curve, Ill.	To East Dubuque, Ill.	12.85			
Dunleith & Dubuque Bridge Co., East Dubuque, Ill.	To Dubuque, Iowa	.59			
St. Paul Union Depot Co., in St. Paul, Minn.		.69			
Great Northern Ry., St. Paul, Minn.	To Minneapolis, Minn.	9.92			
Des Moines Union Ry., in Des Moines, Iowa		2.23			
C. B. & Q. R. R., in Des Moines, Iowa		.52			
C. B. & Q. R. R., in St. Joseph, Mo.		.81			
St. Joseph Terminal R. R., in St. Joseph, Mo.		.40			
A. T. & S. F. Ry., St. Joseph, Mo.	To Bee Creek, Mo.	7.66			
C. R. I. & P. Ry., Beverly, Mo.	To Stillings, Mo.	3.73			
‡L. T. Ry. & B. Co., Stillings, Mo.	To Leavenworth, Kan.	1.00			
L. D. & R. R. Co., in Leavenworth, Kan.		.20			
Union Pac. R. R., in Leavenworth, Kan.		.39			
Mo. Pac. Ry., Leavenworth, Kan.	To Kansas City, Kan.	23.08			
K. C. S. Ry., in Kansas City, Mo.		1.25			
Total		76.53	36.90	35.79	149.22
Total Mileage, Owned Lines and Trackage Rights		832.54	94.33	402.30	1,329.17
***Mason City & Fort Dodge Railroad.**					
MILEAGE OWNED:					
Hayfield, Minn.	To Clarion, Iowa	99.71			
Clarion, Iowa	To Fort Dodge, Iowa	28.05			
Fort Dodge, Iowa	To Council Bluffs, Iowa	132.90			
Spur to Fort Dodge Depot		.79			
Fort Dodge, Iowa (Branch)	To Lehigh, Iowa	15.69			
Gypsum, Iowa (Branch)	To Coalville, Iowa	2.90			
Oelwein, Iowa	To Clarion, Iowa	98.09			
Total		378.13	1.04	103.45	482.62
TRACKAGE RIGHTS: (Union Pacific Railroad):					
Council Bluffs, Iowa	To Omaha, Neb.	3.11			
Omaha, Neb.	To South Omaha, Neb.	5.01			
Total		8.12	10.00		18.12
Total Mileage, Owned Lines and Trackage Rights		386.25	11.04	103.45	500.74
***Wisconsin, Minnesota & Pacific Railroad.**					
MILEAGE OWNED:					
Mankato, Minn.	To Red Wing, Minn.	95.70			
Red Wing, Minn.	To Osage, Iowa	118.20			
Simpson, Minn. (Branch)	To Winona, Minn.	54.20			
Clay Bank Junction, Minn. (Branch)	To Clay Pits, Minn.	2.00			
Red Wing, Minn. (Branch)	To Sewer Pipe Works, Minn.	.90			
Bellechester Jct., Minn. (Branch)	To Bellechester, Minn.	6.43			
Total		277.43		38.34	315.77
Grand Total, Mileage Owned		1,411.57	58.47	508.30	1,978.34
Grand Total, Trackage Rights		84.65	46.90	35.79	167.34
Grand Total, Owned Lines and Trackage Rights		1,496.22	105.37	544.09	2,145.68

‡Total capital stock owned by Chicago Great Western R. R. Co.
*Leased to, and total capital stock owned by, Chicago Great Western R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 2

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Average Miles of Road Operated	1,496.22	1,496.22				
Operating Revenue:						
REVENUE FROM TRANSPORTATION:						
Freight Revenue	$ 9,795,074.38	$ 8,879,747.62	$ 915,326.76	10.31		
Passenger Revenue	3,144,283.86	2,891,153.43	253,130.43	8.76		
Excess Baggage Revenue	34,971.35	34,906.74	64.61	.19		
Parlor and Chair Car Revenue	17,939.23	15,901.05	2,038.18	12.82		
Mail Revenue	204,516.00	203,861.83	654.17	.32		
Express Revenue	349,759.64	346,370.05	3,389.59	.98		
Milk Revenue (on Passenger Trains)	142,367.37	142,001.42	365.95	.26		
Other Passenger Train Revenue	8,020.97	5,283.41	2,737.56	51.81		
Switching Revenue	188,826.98	173,878.38	14,948.60	8.60		
Special Service Train Revenue	8,588.40	4,995.00	3,593.40	71.94		
Miscellaneous Transportation Revenue	7,066.80	6,166.10	900.70	14.61		
Total Transportation Revenue	$ 13,901,414.98	$ 12,704,265.03	$ 1,197,149.95	9.42		
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:						
Station and Train Privileges	$ 4,019.45	$ 7,530.56			$ 3,511.11	46.62
Parcel Room Receipts	1,773.55	1,572.60	$ 200.95	12.78		
Storage—Freight	9,069.06	7,876.41	1,192.65	15.14		
Storage—Baggage	1,644.49	1,499.68	144.81	9.66		
Car Service	43,117.69	33,888.64	9,229.05	27.23		
Telegraph and Telephone Service	749.86	830.75			80.89	9.74
Rents of Buildings and Other Property	7,228.72	14,679.57			7,450.85	50.76
Miscellaneous	18,892.32	9,649.72	9,242.60	95.78		
Joint Facilities—Revenue—Dr.						
Joint Facilities—Revenue—Cr.	12,708.30	13,449.17			740.87	5.51
Total	$ 99,203.44	$ 90,977.10	$ 8,226.34	9.04		
Total Operating Revenue	$ 14,000,618.42	$ 12,795,242.13	$ 1,205,376.29	9.42		
Operating Expenses:						
Maintenance of Way and Structures	$ 1,688,800.23	$ 1,491,289.02	$ 197,511.21	13.24		
Maintenance of Equipment	2,067,288.12	1,960,039.18	107,248.94	5.47		
Traffic Expenses	565,648.87	560,482.29	5,166.58	.92		
Transportation Expenses	5,524,433.62	5,583,133.85			$ 58,700.23	1.05
General Expenses	413,971.24	411,289.11	2,682.13	.65		
Total	$ 10,260,142.08	$ 10,006,233.45	$ 253,908.63	2.54		
Net Revenue from Operation	$ 3,740,476.34	$ 2,789,008.68	$ 951,467.66	34.11		
Outside Operations:						
Revenues	$ 99,360.29	$ 89,475.22	$ 9,885.07	11.05		
Expenses	97,067.15	91,229.88	5,837.27	6.40		
Net Revenue from Outside Operations	$ 2,293.14	$ †1,754.66	$ 4,047.80			
Total Net Revenue	$ 3,742,769.48	$ 2,787,254.02	$ 955,515.46	34.28		
Taxes	439,418.99	406,724.66	32,694.33	8.04		
Operating Income	$ 3,303,350.49	$ 2,380,529.36	$ 922,821.13	38.77		
PER CENT OF OPERATING EXPENSES AND TAXES TO TOTAL OPERATING REVENUE:						
Maintenance of Way and Structures	12.06	11.66	.40	3.43		
Maintenance of Equipment	14.76	15.32			.56	3.66
Traffic Expenses	4.04	4.38			.34	7.76
Transportation Expenses	39.46	43.63			4.17	9.56
General Expenses	2.96	3.21			.25	7.79
Total Operating Expenses	73.28	78.20			4.92	6.29
Taxes	3.14	3.18			.04	1.26
Total Operating Expenses and Taxes	76.42	81.38			4.96	6.09

†Deficit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF INCOME, CHARGES AND SURPLUS FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 3

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Operating Income:						
RAIL OPERATIONS						
Operating Revenues	$14,000,618.42	$12,795,242.13	$ 1,205,376.29	9.42		
Operating Expenses	10,260,142.08	10,006,233.45	253,908.63	2.54		
Net Operating Revenue	$ 3,740,476.34	$ 2,789,008.68	$ 951,467.66	34.11		
OUTSIDE OPERATIONS:						
Revenues	$ 99,360.29	$ 89,475.22	$ 9,885.07	11.05		
Expenses	97,067.15	91,229.88	5,837.27	6.40		
Net Revenue from Outside Operations	$ 2,293.14	$ †1,754.66	$ 4,047.80			
Total Net Revenue	$ 3,742,769.48	$ 2,787,254.02	$ 955,515.46	34.28		
Taxes	439,418.99	406,724.66	32,694.33	8.04		
Operating Income	$ 3,303,350.49	$ 2,380,529.36	$ 922,821.13	38.77		
Other Income:						
Property Rentals Received	$ 47,859.17	$ 48,116.51			$ 257.34	.53
Dividends on Stocks Owned	10,484.02	4,484.00	$ 6,000.02	133.81		
Interest on Securities, Loans and Accounts	58,303.45	70,300.05			11,996.60	17.06
Interest Accrued on Funded Debt Owned	1,559.83	1,172.48	387.35	33.04		
Miscellaneous Income	268.47	2,497.83			2,229.36	89.25
Total Other Income	$ 118,474.94	$ 126,570.87			$ 8,095.93	6.39
Total Income	$ 3,421,825.43	$ 2,507,100.23	$ 914,725.20	36.49		
Fixed and Other Charges:						
INTEREST:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 917,500.00	$ 917,500.00				
Interest on Funded Debt, Mason City & Fort Dodge Railroad Company	480,000.00	480,000.00				
Interest on Funded Debt, Wisconsin, Minnesota & Pacific Railroad Company	232,440.00	232,440.00				
Total Interest on Funded Debt	$ 1,629,940.00	$ 1,629,940.00				
Other Interest	1,683.35	2,147.01			$ 463.66	21.60
Total Interest	$ 1,631,623.35	$ 1,632,087.01			$ 463.66	.03
PROPERTY RENTALS PAID	587,774.53	598,191.79			10,417.26	1.74
HIRE OF EQUIPMENT (BALANCE)	*56,904.52	75,904.76			132,809.28	
MISCELLANEOUS CHARGES	14,292.62	17,307.66			3,015.04	17.42
Total Charges	$ 2,176,785.98	$ 2,323,491.22			$ 146,705.24	6.31
SURPLUS CARRIED TO PROFIT AND LOSS	$ 1,245,039.45	$ 183,609.01	$ 1,061,430.44	578.09		

†Deficit. *Credit.

PROFIT AND LOSS

Credit balance, June 30, 1912		$1,407,292.08
Surplus for year ended June 30, 1913	$1,245,039.45	
Sundry adjustments not affecting current year's income	1,631.66	1,246,671.11
Credit balance, June 30, 1913		$2,653,963.19

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1913

EXHIBIT 4

ASSETS		
PROPERTY INVESTMENT:		
Road and Equipment:		
Investment on September 1, 1909—Road	$105,449,475.75	
Investment on September 1, 1909—Equipment	7,108,772.85	
Investment since September 1, 1909—Road	8,298,599.96	
Investment since September 1, 1909—Equipment	5,554,687.85	
	$126,411,536.41	
Less Reserve for Accrued Depreciation	499,826.45	$125,911,709.96
SECURITIES:		
Securities of Proprietary, Affiliated and Controlled Companies—Pledged	$ 117,803.00	
Securities of Proprietary, Affiliated and Controlled Companies—Unpledged	225,189.90	342,992.90
OTHER INVESTMENTS:		
Physical Property	$ 65,708.98	
Securities Pledged	302,701.00	
Securities Unpledged	222,100.00	590,509.98
WORKING ASSETS:		
Cash	$ 2,593,850.92	
Marketable Securities	364,837.50	
Loans and Bills Receivable	963.13	
Net Balances Due from Agents and Conductors	242,103.69	
Miscellaneous Accounts Receivable	459,954.85	
Material and Supplies	1,131,409.59	
Other Working Assets	124,227.92	
Assets—Chicago Great Western Railway Receivership Period (Estimated)	20,631.82	
Car Service Balances Due from other Companies	26,288.04	4,964,267.46
ACCRUED INCOME NOT DUE:		
Unmatured Interest		1,253.61
DEFERRED DEBIT ITEMS:		
Advances	$ 102,646.08	
Working Funds	7,578.60	
Insurance Paid in Advance	2,347.24	
Other Deferred Debit Items	867,535.55	
Unextinguished Discount on Funded Debt	617,394.36	1,597,501.83
Total		$133,408,235.74

LIABILITIES		
CAPITAL STOCK:		
Chicago Great Western Railroad Company:		
Common Stock	$ 45,246,913.00	
Preferred Stock	41,021,402.00	$ 86,268,315.00
FUNDED DEBT:		
Chicago Great Western Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	$ 22,500,000.00	
Minneapolis Terminal 50 Year 3½% Gold Bonds	500,000.00	
Mason City & Fort Dodge Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	12,000,000.00	
Wisconsin, Minnesota & Pacific Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	6,232,000.00	41,232,000.00
WORKING LIABILITIES:		
Traffic balances due other Companies	$ 234,309.06	
Audited Vouchers and Wages Unpaid	1,192,357.21	
Miscellaneous Accounts Payable	89,493.51	
Matured Interest Unpaid	252,390.00	
Other Working Liabilities	202,574.65	
Liabilities—Chicago Great Western Railway Receivership Period (Estimated)	5,815.01	
Liabilities—Chicago Great Western Railway (Estimated)	5,562.32	1,982,501.76
ACCRUED LIABILITIES NOT DUE:		
Unmatured Interest and Rents Payable	$ 475,817.96	
Taxes Accrued	225,356.61	701,174.57
DEFERRED CREDIT ITEMS:		
Operating Reserves	$ 382,492.46	
Other Deferred Credit Items	187,788.76	570,281.22
PROFIT AND LOSS		2,653,963.19
Total		$133,408,235.74

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, YEAR ENDED JUNE 30, 1913, AND FROM SEPTEMBER 1, 1909, TO JUNE 30, 1913

EXHIBIT 5

	Total Additions and Betterments for the year ended June 30, 1913	Total Expended September 1, 1909, to June 30, 1913	Total Expended to June 30, 1913
ROAD IMPROVEMENTS:			
Additional Main Tracks	$ 24.95	$ 449,559.49	$ 449,584.44
Ballast	129,457.30	392,690.36	522,147.66
Block and Other Signal Apparatus	17,823.46	265,480.19	283,303.65
Bridges, Trestles and Culverts	358,771.74	777,616.47	1,136,388.21
Crossings, Over and Under Grade	3,509.72	19,029.14	22,538.86
Construction of New Line	643.00	64,166.99	64,809.99
Elimination of Grade Crossings	21,903.24	1,614.84	23,518.08
Fencing Right-of-Way	21,265.84	19,232.91	40,498.75
Grade Reductions and Changes of Line	32,877.01	104,393.07	137,270.08
Grain Elevators and Storage Warehouses	67,574.01	.....	67,574.01
Increased Weight of Rail	96,217.28	11,095.57	107,312.85
Interlocking Apparatus	14,968.43	25,766.88	40,735.31
Improved Frogs and Switches	2,028.70	753.78	2,782.48
Other Additions and Betterments	15,324.00	55,635.72	70,959.72
Protection of Banks and Drainage	4,836.75	1,529.36	6,366.11
Reconstruction of Roadbed and Track	243,851.71	2,361,415.05	2,605,266.76
Real Estate	7,250.00	24,342.85	31,592.85
Right-of-Way and Station Grounds	3,811.60	142,872.43	146,684.03
Roadway Machinery and Tools	3,183.21	37,816.93	41,000.14
Shops, Engine Houses and Turntables	99,352.33	316,133.90	415,486.23
Shop Machinery and Tools	31,421.87	188,895.06	220,316.93
Sidings and Spur Tracks	60,944.56	218,589.92	279,534.48
Snow and Sand Fences and Snowsheds	7,329.79	3,933.30	11,263.09
Station Buildings and Fixtures	83,426.12	160,610.01	244,036 13
Track Fastenings and Appurtenances	41,465.04	13,566.96	55,032.00
Telegraph and Telephone Lines	51,833.12	39,817.59	91,650.71
Terminal Yards	68,631.12	*1,959,206.01	*2,027,837.13
Tunnel Improvements	32,982.87	.....	32,982.87
Widening Cuts and Fills	15,851.31	83,800.56	99,651.87
Water and Fuel Stations	73,150.22	232,296.41	305,446.63
Total Road Improvements	$ 1,611,710.30	$ 7,971,861.75	$ 9,583,572.05
EQUIPMENT:			
Locomotives	$ 251,148.99	$ 1,820,796.58	$ 2,071,945.57
Passenger Train Cars	9,007.90	619,661.12	628,669.02
Freight Train Cars	668.52	3,262,154.31	3,262,822.83
Work Equipment	318.23	609,982.31	610,300.54
Total Equipment	$ 261,143.64	$ 6,312,594.32	$ 6,573,737.96
Total Road and Equipment Expenditures	$ 1,872,853.94	$14,284,456.07	$16,157,310.01

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1913

EXHIBIT 6

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged
Chicago Great Western Railroad Company:	Pledged under 4% First Mortgage:	
	Mason City & Fort Dodge Railroad Company:	
	Common Capital Stock	$19,205,400.00
	Preferred Capital Stock	13,635,752.00
	Wisconsin, Minnesota & Pacific Railroad Company:	
	Common Capital Stock	5,893,400.00
	Minnesota Transfer Railway Company:	
	Capital Stock	7,000.00
	St. Paul Union Depot Company:	
	Capital Stock	103,600.00
	St. Joseph Union Depot Company:	
	Capital Stock	1,000.00
	Iowa Transfer Railway Company:	
	Capital Stock	6,200.00
	Iowa Development Company:	
	Capital Stock	150,000.00
	Iowa Townsite Company:	
	Capital Stock	10,000.00
	St. Charles Hotel & Park Company:	
	Capital Stock	22,700.00
	Iowa Sugar Company:	
	Capital Stock	12,500.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,047,552.00
Mason City & Fort Dodge Railroad Company:	Pledged Under 4% First Mortgage:	
	Omaha Grain Terminals:	
	Capital Stock	$ 100,000.00
	Webster County Coal and Land Company:	
	Capital Stock	400,000.00
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00

NOTE:—During the year the Chicago Union Transfer Railway Company sold its properties and distributed the proceeds to its stock holders. The amount received by this company from the C. U. T. Ry. Co. in liquidation of the $40.000 of its Preferred and $40.000 of its Common stocks, theretofore pledged, was $25,000, which has been expended in additions to to this company's elevator at Kansas City.

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1913

EXHIBIT 7

COMPANY	Total Issued and Outstanding June 30, 1913	Amount in Hands of Public June 30, 1913	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 41,021,402.00	$ 41,021,402.00		
Common Stock	45,246,913.00	45,246,913.00		
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		$ 13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$ 125,002,867.00	$ 86,268,315.00	$ 38,734,552.00	
BONDS:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 22,500,000.00	$ 22,500,000.00		
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds	6,232,000.00	5,811,000.00	$ 421,000.00	Unpledged
Total Bonds	$ 41,232,000.00	$ 40,811,000.00	$ 421,000.00	
Total Stocks and Bonds	$ 166,234,867.00	$ 127,079,315.00	$ 39,155,552.00	

*Cumulative after June 30, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1913

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1913	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged
Iowa Transfer Company: Capital Stock	34,000.00	6,800.00		{ 6,200.00 { 600.00	Pledged Unpledged
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged
Total Stocks of Other Companies		$ 1,013,600.00	$ 720,600.00	$ 1,734,200.00	
Total Stocks and Bonds of Proprietary Companies (Exhibit No. 7)		39,155,552.00	.....	39,155,552.00	
Grand Total		$40,169,152.00	$ 720,600.00	$40,889,752.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FUNDED DEBT OUTSTANDING JUNE 30, 1913

EXHIBIT 9

	Year Due	Amount Outstanding	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1959	$22,183,000.00	4%	$ 887,320.00	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	317,000.00	4%	12,680.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	January and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York
WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1950	6,232,000.00	4%	249,280.00	April and Oct.	J. P. Morgan & Co., New York
Total	.....	$41,232,000.00	.....	$ 1,646,780.00		

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $22,500,000.00.
Date of Mortgage: September 1, 1909; matures September 1, 1959.
Trustee: Guaranty Trust Company of New York (successors to Standard Trust Company).

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage rights, embracing mileage described in Exhibit No. 1 under the head of "Chicago Great Western Railroad"; also by the leases covering the operation of the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Exhibit No. 1 of this report; also by all of the collateral securities shown as being pledged under this mortgage in Exhibit No. 6; also by all equipment owned and acquired by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.
Date of Mortgage: January 1, 1900; matures January 1, 1950.
Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feeet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.
Date of Mortgage: June 1, 1905; matures June 1, 1955.
Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Exhibit No. 1 of this report, the capital stock of the Omaha Grain Terminals, par value $100,000.00, and of the Webster County Coal and Land Company, par value $400,000.00, rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Mason City & Fort Dodge Railroad Company. The mortgage has no sinking fund redemption provisions. The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $6,232,000.00.
Date of Mortgage: October 1, 1900; matures October 1, 1950.
Trustee: The Bankers Trust Company of New York (successors to The Mercantile Trust Company).

These bonds are secured by a first mortgage on the railroad lines described under the head of "Wisconsin, Minnesota & Pacific Railroad" in Exhibit No. 1 of this report, rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Wisconsin, Minnesota & Pacific Railroad Company. The mortgage has no sinking fund redemption provisions.

The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 10

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Operating Revenues	$14,000,618.42	$12,795,242.13	$ 1,205,376.29	9.42		
Operating Expenses	$10,260,142.08	$10,006,233.45	$ 253,908.63	2.54		
Net Operating Revenue	$ 3,740,476.34	$ 2,789,008.68	$ 951,467.66	34.11		
Operating Revenue per Mile of Road	$ 9,357.32	$ 8,551.71	$ 805.61	9.42		
Operating Expenses per Mile of Road	$ 6,857.37	$ 6,687.67	$ 169.70	2.54		
Net Operating Revenue per Mile of Road	$ 2,499.95	$ 1,864.04	$ 635.91	34.11		
Operating Revenue per Revenue Train Mile	$ 2.35	$ 2.11	$ .24	11.37		
Operating Expenses per Revenue Train Mile	$ 1.72	$ 1.65	$ .07	4.24		
Net Operating Revenue per Revenue Train Mile	$ .63	$ .46	$ .17	36.96		
Ratio of Operating Expenses to Operating Revenue	73.28	78.20			4.92	6.29
Average Mileage Operated	1,496.22	1,496.22				
Revenue Train Miles	5,972,456	6,048,948			76,492	1.26
Freight Traffic:						
(Revenue)						
Revenue from Freight	$ 9,795,074.38	$ 8,879,747.62	$ 915,326.76	10.31		
Tons of Revenue Freight carried	5,306,774	5,054,478	252,296	4.99		
Tons of Revenue Freight carried One Mile	1,337,724,849	1,225,238,896	112,485,953	9.18		
Tons of Revenue Freight carried One Mile per Mile of Road	894,070	818,890	75,180	9.18		
Average distance carried (Miles)	252.08	242.41	9.67	3.99		
Revenue per Ton	$ 1.85	$ 1.76	$ .09	5.11		
Revenue per Ton per Mile (Cents)	.732	.725	.007	.97		
Revenue per Train Mile (including all mixed trains)	$ 3.29	$ 2.90	$ .39	13.45		
Revenue per Mile of Road	$ 6,546.55	$ 5,934.79	$ 611.76	10.31		
(Revenue and non-revenue)						
Tons of Revenue and Company Freight carried	6,437,087	6,030,164	406,923	6.75		
Tons of Revenue and Company Freight carried One Mile	1,444,591,703	1,342,660,683	101,931,020	7.59		
Tons of Revenue and Company Freight carried One Mile per Mile of Road	965,494	897,368	68,126	7.59		
Average distance carried (Miles)	224.42	222.66	1.76	.79		
Passenger Traffic:						
Revenue from Passengers	$ 3,144,283.86	$ 2,891,153.43	$ 253,130.43	8.76		
Revenue from Passenger Trains (Passenger, Mail, Express, etc.)	$ 3,901,858.42	$ 3,639,477.93	$ 262,380.49	7.21		
Revenue Passengers carried	2,651,096	2,500,014	151,082	6.04		
Revenue Passengers carried One Mile	153,998,072	143,642,671	10,355,401	7.21		
Revenue Passengers carried One Mile per Mile of Road	102,925	96,004	6,921	7.21		
Average distance carried (Miles)	58.09	57.46	.63	1.10		
Revenue per Passenger	$ 1.19	$ 1.16	$ .03	2.59		
Revenue per Passenger per Mile (Cents)	2.042	2.013	.029	1.44		
Revenue from Passengers per Revenue Train Mile (including all mixed trains)	$ 1.01	$ .94	$ .07	7.45		
Revenue from Passenger Trains per Revenue Train Mile (including all mixed trains)	$ 1.26	$ 1.18	$ .08	6.78		
Revenue from Passenger Trains per Mile of Road	$ 2,607.81	$ 2,432.45	$ 175.36	7.21		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 11

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Freight:						
(Revenue)						
Revenue Freight Locomotive Miles (including all mixed, light and helping)	3,296,873	3,361,988			65,115	1.94
Revenue Freight Train Miles (including all mixed trains)	2,973,434	3,065,876			92,442	3.02
Per Cent of Locomotive Miles in excess of Train Miles	10.88	9.66	1.22	12.63		
Loaded Freight Car Miles	73,750,377	69,386,045	4,364,332	6.29		
Empty Freight Car Miles (including caboose)	27,774,032	28,519,737			745,705	2.61
Total Freight Car Miles	101,524,409	97,905,782	3,618,627	3.70		
Per Cent of Empty to Total Freight Car Miles	27.36	29.13			1.77	6.08
Tons per Freight Train—Revenue Freight	449.89	399.64	50.25	12.57		
Tons per Loaded Car—Revenue Freight	18.14	17.66	.48	2.72		
(Revenue and Non-Revenue)						
Total Freight Locomotive Miles (including all mixed, light, helping and transfer)	3,314,320	3,388,545			74,225	2.19
Total Freight Train Miles (including all mixed trains)	2,986,397	3,092,036			105,639	3.41
Per Cent of Locomotive Miles in excess of Train Miles	10.98	9.59	1.39	14.49		
Loaded Freight Car Miles	73,977,793	69,743,390	4,234,403	6.07		
Empty Freight Car Miles (including caboose)	27,999,980	28,756,516			756,536	2.63
Total Freight Car Miles	101,977,773	98,499,906	3,477,867	3.53		
Per Cent of Empty to Total Freight Car Miles	27.46	29.19			1.73	5.92
Loaded Cars per Freight Train	24.77	22.56	2.21	9.80		
Empty Cars per Freight Train	9.38	9.30	.08	.86		
Total Cars per Freight Train	34.15	31.86	2.29	7.19		
Tons per Freight Train—All Freight	483.72	434.23	49.49	11.40		
Tons per Loaded Car—All Freight	19.53	19.25	.28	1.45		
Passenger:						
Revenue Passenger Locomotive Miles (including all mixed, light and helping)	3,167,773	3,186,350			18,577	.58
Revenue Passenger Train Miles (including all mixed trains)	3,104,876	3,088,396	16,480	.53		
Per Cent of Locomotive Miles in excess of Train Miles	2.03	3.17			1.14	35.96
Passenger Car Miles (all cars)	16,771,502	16,352,504	418,998	2.56		
Cars per Passenger Train (all cars)	5.40	5.29	.11	2.08		
Passengers per Train	50	47	3	6.38		
Passengers per Car	14	13	1	7.69		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 12

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Maintenance of Way and Structures:						
Superintendence	$ 130,624.60	$ 138,382.09			$ 7,757.49	5.61
Ballast	19,637.26	6,694.22	$ 12,943.04	193.35		
Ties	164,161.92	104,684.95	59,476.97	56.82		
Rails	41,391.81	15,575.86	25,815.95	165.74		
Other Track Material	61,838.18	65,152.39			3,314.21	5.09
Roadway and Track	668,897.20	583,728.36	85,168.84	14.59		
Removal of Snow, Sand and Ice	17,964.14	94,403.78			76,439.64	80.97
Tunnels	632.20	927.39			295.19	31.83
Bridges, Trestles and Culverts	123,462.14	43,678.58	79,783.56	182.66		
Over and Under Grade Crossings	4,133.27	3,783.20	350.07	9.25		
Grade Crossings, Fences, Cattle Guards and Signs	57,186.08	46,944.08	10,242.00	21.82		
Snow and Sand Fences and Snow Sheds	1,296.08	1,713.06			416.98	24.34
Signals and Interlocking Plants	34,631.83	36,732.30			2,100.47	5.72
Telegraph and Telephone Lines	27,450.37	17,507.56	9,942.81	56.79		
Buildings, Fixtures and Grounds	164,669.47	123,734.81	40,934.66	33.08		
Docks and Wharves	12.41		12.41			
Roadway Tools and Supplies	30,735.40	23,483.76	7,251.64	30.88		
Injuries to Persons	17,163.15	20,522.28			3,359.13	16.37
Stationery and Printing	5,384.29	7,351.39			1,967.10	26.76
Other Expenses	183.21	265.10			81.89	30.89
Maintaining Joint Tracks, Yards and Other Facilities—Dr.	138,211.81	173,374.66			35,162.85	20.28
Maintaining Joint Tracks, Yards and Other Facilities—Cr.	20,866.59	17,350.80			3,515.79	20.26
Total	$ 1,688,800.23	$ 1,491,289.02	$ 197,511.21	13.24		
Maintenance of Equipment:						
Superintendence	$ 84,321.20	$ 81,544.90	$ 2,776.30	3.40		
Steam Locomotives, Repairs	828,062.66	849,341.20			$ 21,278.54	2.51
Steam Locomotives, Renewals	* 1,389.49	9,246.54			10,636.03	
Steam Locomotives, Depreciation	31,320.91	32,210.42			889.51	2.76
Passenger Train Cars, Repairs	156,958.04	166,731.20			9,773.16	5.86
Passenger Train Cars, Renewals	* 1,901.79	27,063.68			28,965.47	
Passenger Train Cars, Depreciation	10,030.33	10,794.65			764.32	7.08
Freight Train Cars, Repairs	774,528.69	593,169.41	181,359.28	30.57		
Freight Train Cars, Renewals	16,718.01	23,371.97			6,653.96	28.47
Freight Train Cars, Depreciation	59,128.56	61,878.74			2,750.18	4.44
Work Equipment, Repairs	24,982.88	18,347.32	6,635.56	36.17		
Work Equipment, Renewals	650.28	4,480.64			3,830.36	85.49
Work Equipment, Depreciation	6,073.88	6,418.55			344.67	5.37
Shop Machinery and Tools	54,413.96	45,668.81	8,745.15	19.15		
Injuries to Persons	13,758.31	17,405.65			3,647.34	20.95
Stationery and Printing	6,638.49	7,668.69			1,030.20	13.43
Other Expenses	504.14	2,221.02			1,716.88	77.30
Maintaining Joint Equipment at Terminals—Dr.	2,852.51	2,475.79	376.72	15.22		
Maintaining Joint Equipment at Terminals—Cr.	363.45				363.45	
Total	$ 2,067,288.12	$ 1,960,039.18	$ 107,248.94	5.47		
Traffic Expenses:						
Superintendence	$ 102,409.08	$ 101,719.19	$ 689.89	.68		
Outside Agencies	365,795.76	366,095.95			$ 300.19	.08
Advertising	46,858.30	35,310.38	11,547.92	32.70		
Traffic Associations	10,033.58	10,163.84			130.26	1.28
Industrial and Immigration Bureaus						
Stationery and Printing	40,552.15	47,192.93			6,640.78	14.07
Other Expenses						
Total	$ 565,648.87	$ 560,482.29	$ 5,166.58	.92		
Forward	$ 4,321,737.22	$ 4,011,810.49	$ 309,926.73	7.73		

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 12—CONTINUED

	1913	1912	Increase		Decrease	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 4,321,737.22	$ 4,011,810.49	$ 309,926.73	7.73		
Transportation Expenses:						
Superintendence	$ 119,985.50	$ 113,858.26	$ 6,127.24	5.38		
Dispatching Trains	56,844.78	55,067.33	1,777.45	3.23		
Station Employes	722,089.95	712,094.39	9,995.56	1.40		
Weighing and Car Service Associations	17,169 08	15,959.92	1,209.16	7.58		
Station Supplies and Expenses	40,900.98	47,567.60			$ 6,666.62	14.02
Yardmasters and their Clerks	75,077.22	67,475.08	7,602.14	11.27		
Yard Conductors and Brakemen	237,382.43	221,434.71	15,947.72	7.20		
Yard Switch and Signal Tenders	6,067.74	6,196.43			128.69	2.08
Yard Supplies and Expenses	3,099.24	2,950.93	148.31	5.03		
Yard Enginemen	148,112.67	137,014.08	11,098.59	8.10		
Enginehouse Expenses, Yard	72,607.17	73,190.98			583.81	.80
Fuel for Yard Locomotives	217,695.12	206,221.25	11,473.87	5.56		
Water for Yard Locomotives	10,546.62	9,519.46	1,027.16	10.79		
Lubricants for Yard Locomotives	3,256 30	3,782.79			526.49	13.92
Other Supplies for Yard Locomotives	2,509.59	2,553.89			44.30	1.73
Operating Joint Yards and Terminals—Dr	129,808.42	128,351.00	1,457.42	1.14		
Operating Joint Yards and Terminals—Cr	36,253.21	1.75			36,251.46	
Road Enginemen	598,745.85	624,101.57			25,355.72	4.03
Enginehouse Expenses, Road	167,849.44	195,119.03			27,269.59	13.98
Fuel for Road Locomotives	1,258,887.66	1,347,701.72			88,814.06	6.59
Water for Road Locomotives	63,806.52	67,386.57			3,580.05	5.31
Lubricants for Road Locomotives	16,798.75	22,170.04			5,371.29	24.23
Other Supplies for Road Locomotives	16,171.25	17,652 60			1,481.35	8.39
Road Trainmen	583,129.72	601,075 94			17,946.22	2.99
Train Supplies and Expenses	241,777.76	193,721.20	48,056.56	24.81		
Interlockers and Block and other Signals, Operation	46,917.09	42,979 03	3,938.06	9.16		
Crossing Flagmen and Gatemen	22,611.64	22,860 33			248.69	1.09
Drawbridge Operation	1,321.06	1,393 61			72.55	5.21
Clearing Wrecks	31,309.92	35,231.09			3,921.17	11.13
Telegraph and Telephone Operation	35,149.41	36,900.07			1,750.66	4.74
Stationery and Printing	37,855.88	39,320.27			1,464.39	3.72
Other Expenses	10,698.20	10,822.99			124.79	1.15
Loss and Damage, Freight	266,033.18	247,193.69	18,839.49	7.62		
Loss and Damage, Baggage	941.36	1,569.60			628.24	40.03
Damage to Property	22,591.95	28,959 82			6,367.87	21.99
Damage to Stock on Right of Way	24,008.19	20,002.14	4,006.05	20.03		
Injuries to Persons	218,925.47	180,095.05	38,830.42	21.56		
Operating Joint Tracks and Facilities—Dr	53,167.34	60,813.23			7,645.89	12 57
Operating Joint Tracks and Facilities—Cr	21,163.62	17,172.09			3,991.53	23.24
Total	$ 5,524,433.62	$ 5,583,133.85			$ 58,700.23	1.05
General Expenses:						
Salaries and Expenses of General Officers	$ 65,026.19	$ 65,685.62			$ 659.43	1.00
Salaries and Expenses of Clerks and Attendants	204,082.42	202,544.34	$ 1,538.08	.76		
General Office Supplies and Expenses	16,277.10	17,651.20			1,374.10	7.78
Law Expenses	56,904.26	53,622 19	3,282.07	6.12		
Insurance	23,324 08	23,712.00			387.92	1.64
Stationery and Printing	17,695.91	17,843.47			147.56	.83
Other Expenses	11,659.90	12,136.36			476.46	3.93
General Administration, Joint Tracks, Yards and Terminals—Dr	18,967.54	18,178.18	789.36	4.34		
General Administration, Joint Tracks, Yards and Terminals—Cr	† 33.84	84.25	118.09	140.17		
Total	$ 413,971.24	$ 411,289.11	$ 2,682.13	.65		
Grand Total	$10,260,142.08	$10,006,233.45	$ 253,908.63	2.54		

†Debit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED JUNE 30, 1913 AND 1912

EXHIBIT 18

COMMODITIES	Tons Carried 1913		Tons Carried 1912		Increase		Decrease	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
PRODUCTS OF AGRICULTURE:								
Grain	867,490	16.34	774,513	15.32	92,977	12.00		
Flour	213,383	4.02	339,220	6.71			125,837	37.10
Other Mill Products	88,816	1.67	108,081	2.14			19,265	17.82
Hay	34,260	.65	39,139	.77			4,879	12.47
Tobacco	724	.01	535	.01	189	35.33		
Cotton	2,315	.04	2,884	.06			569	19.73
Fruits and Vegetables	165,695	3.12	140,045	2.77	25,650	18.32		
Other Products of Agriculture	50,670	.96	64,342	1.28			13,672	21.25
Total	1,423,353	26.81	1,468,759	29.06			45,406	3.09
PRODUCTS OF ANIMALS:								
Live Stock	214,647	4.04	208,121	4.12	6,526	3.14		
Dressed Meats	59,324	1.12	60,230	1.19			906	1.50
Other Packing House Products	40,739	.77	29,593	.58	11,146	37.66		
Poultry, Game and Fish	16,850	.32	13,926	.28	2,924	21.00		
Wool	1,433	.03	2,612	.05			1,179	45.14
Hides and Leather	11,756	.22	9,422	.19	2,334	24.77		
Other Products of Animals	12,224	.23	15,547	.31			3,323	21.37
Total	356,973	6.73	339,451	6.72	17,522	5.16		
PRODUCTS OF MINES:								
Anthracite Coal	110,737	2.09	99,906	1.98	10,831	10.84		
Bituminous Coal	833,942	15.71	908,096	17.96			74,154	8.17
Coke	18,936	.36	22,236	.44			3,300	14.84
Ores	4,528	.08	3,962	.08	566	14.29		
Stone, Sand and Other Like Articles	313,917	5.92	285,303	5.64	28,614	10.03		
Other Products of Mines	123,967	2.34	111,016	2.20	12,951	11.67		
Total	1,406,027	26.50	1,430,519	28.30			24,492	1.71
PRODUCTS OF FORESTS:								
Lumber	398,364	7.51	343,109	6.79	55,255	16.10		
Other Products of Forests	11,617	.22	13,235	.26			1,618	12.23
Total	409,981	7.73	356,344	7.05	53,637	15.05		
MANUFACTURES:								
Petroleum and Other Oils	156,397	2.95	128,608	2.54	27,789	21.61		
Sugar	52,737	.99	46,489	.92	6,248	13.44		
Naval Stores			146				146	
Iron—Pig and Bloom	36,018	.68	21,001	.42	15,017	71.51		
Iron and Steel Rails	50,036	.94	36,069	.71	13,967	38.72		
Other Castings and Machinery	150,454	2.84	114,487	2.27	35,967	31.42		
Bar and Sheet Metal	73,291	1.38	69,222	1.37	4,069	5.88		
Cement, Brick and Lime	449,969	8.48	368,254	7.29	81,715	22.19		
Agricultural Implements	38,961	.73	32,677	.65	6,284	19.23		
Wagons, Carriages, Tools, etc	16,494	.31	12,685	.25	3,809	30.03		
Wines, Liquors and Beers	38,171	.72	36,586	.72	1,585	4.33		
Household Goods and Furniture	37,473	.71	36,813	.73	660	1.79		
Other Manufactures	199,767	3.76	196,620	3.89	3,147	1.60		
Total	1,299,768	24.49	1,099,657	21.76	200,111	18.20		
OTHER COMMODITIES:								
Merchandise	331,063	6.24	293,624	5.81	37,439	12.75		
Miscellaneous	79,609	1.50	66,124	1.30	13,485	20.39		
Total	410,672	7.74	359,748	7.11	50,924	14.16		
TOTAL COMMERCIAL FREIGHT	5,306,774	100.00	5,054,478	100.00	252,296	4.99		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, NINE YEARS ENDED JUNE 30, 1913

EXHIBIT 14

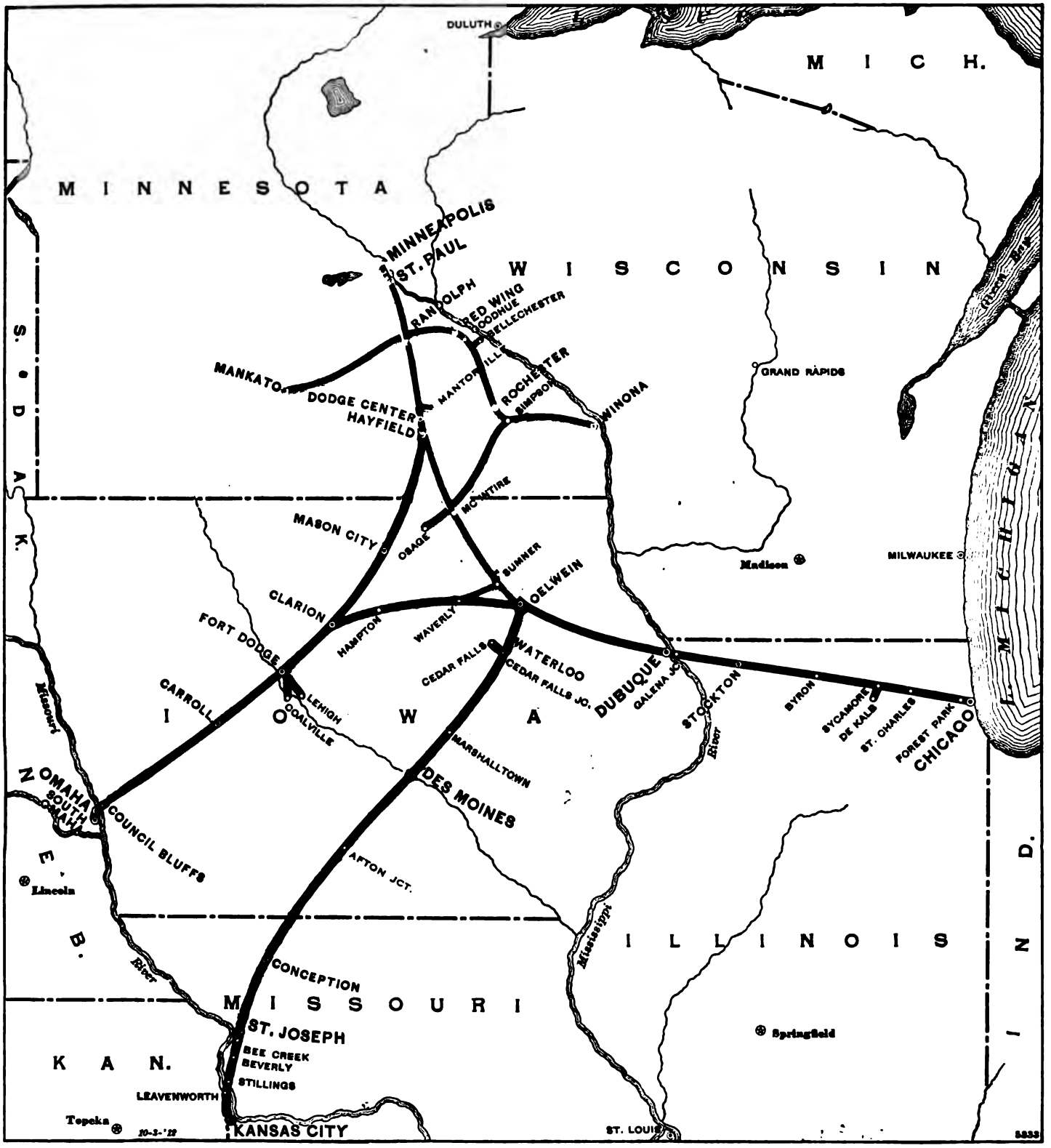
	1905	1906	1907	1908	1909	*1910	1911	1912	1913
Average Mileage Operated	1,475 61	1.475.61	1,475.61	1,475.61	1,475.61	1,498.25	1,492.16	1,496.22	1,496.22
Gross Operating Revenue	$ 9,290,787.40	$10,753,642.44	$11,401,798.74	$10,390,306.28	$10,715,816.29	$12,074,743.46	$12,618,641.94	$12,795,242.13	$14,000,618.42
Gross Operating Revenue per Mile of Road	$ 6,296.24	$ 7,287.59	$ 7,726.84	$ 7,041.36	$ 7,261.96	$ 8,059.23	$ 8,456.63	$ 8,551.71	$ 9,357.32
FREIGHT STATISTICS:									
Freight Revenue	$ 6,582,044.64	$ 7,835.328.30	$ 8,259,016.94	$ 7,128,839.73	$ 7,434,148.32	$ 8,540,590.53	$ 8,820.370.47	$ 8,879,747.62	$ 9,795,074.38
Freight Revenue per Mile of Road	$ 4,460.56	$ 5,309.89	$ 5,597.02	$ 4,831.11	$ 5,038.02	$ 5,700.38	$ 5,911.14	$ 5,934.79	$ 6,546.55
Revenue Tons Carried One Mile	840,368,061	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332	1,227,893,035	1,225,238,896	1,337,724,849
Revenue Tons Carried One Mile per Mile of Road	569,506	704,545	773,249	688,753	732,660	793,716	822,896	818,890	894,070
Average Revenue per Ton Mile (cents)	.783	.754	.724	.701	.688	.718	.718	.725	.732
Average Tons Revenue Freight per Train Mile	259.81	279.13	292.82	275.91	283.45	302.13	369.35	399.64	449.89
Average Tons Revenue Freight per Loaded Car Mile	14.26	14.76	15.27	15.86	16.07	16.59	17.17	17.66	18.14
Average Tons all Freight per Train Mile	295.08	313.72	327.89	313.69	325.84	343.24	422.05	434.23	483.72
Average Tons all Freight per Loaded Car Mile	16.19	16.59	17.09	18.03	18.47	18.97	19.81	19.25	19.53
Aggregate Capacity of Freight Cars	249,855	247,550	269,735	292,195	300,540	387,460	376,625	385,210	375,155
Average Capacity of Freight Cars	26.90	26.91	27.43	28.02	28.22	31.13	33.02	34.11	34.45
PASSENGER STATISTICS:									
Passenger Revenue	$ 2,162,306.46	$ 2,367,178.23	$ 2,569,698.08	$ 2,456,606.25	$ 2,482,104.04	$ 2,642,356.87	$ 2,844,470.45	$ 2,891,153.43	$ 3,144,283.86
Passenger Revenue per Mile of Road	$ 1,465.36	$ 1,604.20	$ 1,741.15	$ 1,664.81	$ 1,682.09	$ 1,763.63	$ 1,906.28	$ 1,932.31	$ 2,101.48
Passenger Revenue per Train Mile	$ .62	$ .68	$ .71	$ .67	$ .69	$ .84	$ .92	$ .94	$ 1.01
Passenger Train Revenue	$ 2,635,263.54	$ 2,882,425.45	$ 3,114,307.03	$ 3,066,660.50	$ 3,102,549.15	$ 3,310,863.53	$ 3,557,356.25	$ 3,639,477.93	$ 3,901,858.42
Passenger Train Revenue per Mile of Road	$ 1,785.88	$ 1,953.38	$ 2,110.52	$ 2,078.23	$ 2,102.55	$ 2,209.82	$ 2,384.03	$ 2,432.45	$ 2,607.81
Passenger Train Revenue per Train Mile	$ .75	$ .82	$ .86	$ .84	$ .86	$ 1.05	$ 1 15	$ 1.18	$ 1.26
Passengers Carried One Mile	102,511,210	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465	149,225,662	143,642,671	153,998,072
Passengers Carried One Mile per Mile of Road	69,470	79,694	84,920	90,175	93,612	92,598	100,006	96,004	102,925
Average Rate per Passenger Mile (cents)	2.109	2.013	2.050	1.846	1.797	1.905	1.906	2.013	2.042
Average Passengers per Passenger Train Mile	29	34	35	36	38	44	48	47	50

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909 to June, 1910, inclusive, which have been revised in some minor details of classification for purposes of bringing them in exact comformity with the classification prescribed by the Interstate Commerce Commission, and for more accurate comparison with the results of succeeding years.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 15

WORKING DIVISIONS, JUNE 30, 1913



EXPLANATION

DIVISION	DESIGNATION	MILEAGE	RULING GRADE		PER CENT OF TANGENT TO TOTAL MILES
			East Bound	West Bound	
EASTERN		251.61	1.0%	1.0%	85
NORTHERN, Main Line		218.49	1.0%	1.0%	82
NORTHERN, Branch		277.43	1.25%	3.3%	70
SOUTHERN		362.44	1.0%	1.0%	73
WESTERN		386.25	0.5%	0.7%	83
TOTAL		1496.22			79

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1913

EXHIBIT 16

ALIGNMENT

DIVISION	Miles	CURVED TRACK		TANGENT TRACK	
		Aggregate Length in Miles	Per Cent	Miles	Per Cent
Eastern	226.96	34.06	15	192.90	85
Northern Main Line	207.88	36.40	18	171.48	82
Northern Branch Lines	277.43	83.85	30	193.58	70
Southern	321.17	85.86	27	235.31	73
Western	378.13	62.94	17	315.19	83
Total	1,411.57	303.11	21	1,108.46	79

EXHIBIT 17

GRADE

DIVISION	LEVEL TRACK		ASCENDING		DESCENDING	
	Miles	Per Cent	Sum in Feet	Aggregate Length in Miles	Sum in Feet	Aggregate Length in Miles
Eastern	34.23	15	2,491.0	93.74	2,958.0	98.99
Northern Main Line	40.66	20	2,593.8	85.39	2,553.3	81.83
Northern Branch Lines	53.97	19	4,106.5	117.36	3,601.5	106.10
Southern	56.43	18	3,718.1	121.08	4,189.4	143.66
Western	45.69	12	3,149.0	146.34	3,297.0	186.10
Total	230.98	16	16,058.4	563.91	16,599.2	616.68

COMPOSITION OF TRACK

EXHIBIT 18

RAIL

DIVISION	MILES OF RAIL					
	50-lb.	56-lb.	60-lb.	75-lb.	85-lb.	Total
Eastern, First Main Track			5.81		221.15	226.96
Eastern, Second Main Track					51.16	51.16
Northern, First Main Track			21.94	104.76	74.23	200.93
Northern, Second Main Track				5.64	.63	6.27
Northern Branch, Main Track	22.87	50.67	175.26	35.58		284.38
Southern, Main Track			7.48	74.44	239.25	321.17
Western, First Main Track		15.92		362.21		378.13
Western, Second Main Track				1.04		1.04
Total	22.87	66.59	210.49	583.67	586.42	1,470.04

EXHIBIT 19

BALLAST

DIVISION	MILES OF BALLAST				
	Rock	Gravel	Cinders	Earth	Total Miles
Eastern, First Main Track	.40	222.46	4.10		226.96
Eastern, Second Main Track		51.16			51.16
Northern, First Main Track		172.42	28.51		200.93
Northern, Second Main Track		4.47	1.80		6.27
Northern Branch, Main Track		160.18	7.35	116.85	284.38
Southern, Main Track	86.21	209.28	25.68		321.17
Western, First Main Track		349.54	16.59	12.00	378.13
Western, Second Main Track		1.04			1.04
Total	86.61	1,170.55	84.03	128.85	1,470.04

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1913 (CONTINUED)

EXHIBIT 20

BRIDGES

DIVISION	Number	Per Cent of Total Number of all Bridges	LENGTH IN FEET			Per Cent of Aggregate Length of all Bridges
			Minimum	Maximum	Aggregate	
PERMANENT STEEL AND CONCRETE BRIDGES:						
Eastern	85	45	6	770	5,730	41
Northern Main Line	26	53	12	1,088	2,655	28
Northern Branch Lines	12	5	22	880	2,253	8
Southern	79	25	7	900	7,271	29
Western	25	10	24	2,582	6,695	27
Total	227	21			24,604	25
PILE AND FRAME TRESTLES:						
Eastern	103	55	6	388	8,248	59
Northern Main Line	23	47	12	260	6,736	72
Northern Branch Lines	246	95	9	600	25,307	92
Southern	240	75	12	734	17,812	71
Western	223	90	9	689	17,700	73
Total	835	79			75,803	75

EXHIBIT 21

CULVERTS

DIVISION	Number	Per Cent of Total Number of all Culverts	LENGTH IN FEET			Per Cent of Total of all Culverts
			Minimum	Maximum	Aggregate	
PERMANENT:						
Eastern	590	79	18	150	24,208	89
Northern Main Line	315	66	15	153	12,950	74
Northern Branch Lines	307	56	20	98	11,665	57
Southern	940	92	16	167	37,383	95
Western	155	45	19	184	7,319	43
Total	2,307	73			93,525	77
TEMPORARY:						
Eastern	160	21	20	53	3,136	11
Northern Main Line	160	34	21	200	4,632	26
Northern Branch Lines	240	44	18	56	8,745	43
Southern	84	8	20	60	2,049	5
Western	189	55	20	200	9,884	57
Total	833	27			28,446	23

EXHIBIT 22

TELEGRAPH AND TELEPHONE LINES

OWNERS	Owned June 30, 1913		Used Exclusively by C. G. W. R. R. Co.		Used Exclusively by Postal Company		Used Jointly by Postal and C. G. W. Cos.		Used Jointly by W. U. and C. G. W. Cos.	
	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire
Chicago Great Western Railroad Co	331.17	2,337.17	97.91	2,081.81			233.26	255.36		
Postal Telegraph Cable Co	917.67	9,789.52		1,776.94		7,927.18	917.67	85.40		
Western Union Telegraph Co.	206.01	273.56		71.20					206.01	202.36

CHICAGO GREAT WESTERN RAILROAD COMPANY

LOCOMOTIVES OWNED AND CHANGES, YEAR ENDED JUNE 30, 1913

EXHIBIT 23

	Wheel Arrangement	Owned June 30, 1912	Added by purchase during the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1913
SWITCHING:	000						
Cylinders, 17 x 24		4					4
Cylinders, 18 x 24		5					5
Cylinders, 19 x 26		5					5
Cylinders, 20 x 26		10					10
SWITCHING:	0000						
Cylinders, 20½ x 30		1					1
Cylinders, 22 x 32		10					10
TOTAL SWITCHING		35					35
EIGHT-WHEEL:	00oo						
Cylinders, 17 x 24		11		3			8
Cylinders, 18 x 24		9					9
Cylinders, 19 x 24		9					9
TOTAL EIGHT-WHEEL		29		3			26
MOGUL:	000o						
Cylinders, 18 x 24		18					18
Cylinders, 19 x 26		2					2
Cylinders, 19 x 24		10		1			9
TOTAL MOGUL		30		1			29
TEN-WHEEL:	000oo						
Cylinders, 18 x 26		2					2
Cylinders, 19 x 26		4					4
Cylinders, 20 x 26		21					21
Cylinders, 23 x 26		6					6
Cylinders, 22 x 26		3				3	0
Cylinders, 24 x 26		1			3		4
TOTAL TEN-WHEEL		37			3	3	37
PRAIRIE:	o000o						
Cylinders, 20 x 26		6				1	5
Cylinders, 21 x 26		1				1	0
Cylinders, 21 x 28		34			3		37
Cylinders, 24 x 26		25			1		26
Cylinders, 23 x 28		4					4
PRAIRIE TANDEM COMPOUND:	o000o						
Cylinders, 16 and 28 x 28		6				4	2
TOTAL PRAIRIE		76			4	6	74
MIKADO:	o0000o						
Cylinders, 27 x 30		0	10				10
TOTAL MIKADO		0	10				10
CONSOLIDATION:	0000o						
Cylinders, 24 x 30		40					40
Cylinders, 20½ x 30		7					7
TOTAL CONSOLIDATION		47					47
PACIFIC:	o000oo						
Cylinders, 20 x 26		9			1		10
Cylinders, 21 x 26		1					1
Cylinders, 21½ x 26		1			1		2
Cylinders, 22 x 26		5					5
TOTAL PACIFIC		16			2		18
MALLET COMPOUND:	o0000000o						
Cylinders, 23 and 35 x 32		10					10
Cylinders, 21 and 25 x 28		3					3
TOTAL MALLET		13					13
GRAND TOTAL		283	10	4	9	9	289
MOTOR CARS:		3					3
TOTAL MOTOR CARS		3					3

CHICAGO GREAT WESTERN RAILROAD COMPANY

CARS OWNED AND CHANGES, YEAR ENDED JUNE 30, 1913

EXHIBIT 24

	Owned June 30, 1912	Added by Purchase During the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1913	
						Wood	Steel
PASSENGER EQUIPMENT:							
Baggage	34					28	6
Baggage and Mail	12					12	
Baggage and Passenger	6		1	1		6	
Baggage and Buffet	3					3	
Baggage, Mail and Passenger	3					3	
Business	4				1	2	1
Buffet and Chair	3					3	
Chair	37		1			28	8
Dining	3	1				4	
Observation, Cafe and Club	9					7	2
Passenger	53		1		1	46	5
Passenger and Smoker	2					0	2
Postal	3					3	
Total Passenger	172	1	3	1	2	145	24
FREIGHT EQUIPMENT:							
Automobile	167			6	2	171	
Box	7,301		261		20	7,020	
Caboose	138					138	
Flat	888		91		2	795	
Furniture	497		13	2		486	
Gondola	1,149		13			1,136	
Refrigerator	456		4			452	
Stock	836		5			831	
Total Freight	11,432	.....	387	8	24	11,029	
ROADWAY SERVICE EQUIPMENT:							
Auxiliary Tenders	3					3	
Automatic Track Inspector	0	1				1	
Ballast Spreaders	0			4		4	
Ballast Cars	293				4	289	
Ballast Plows	6					6	
Boarding	29		2	4		31	
Cinder Cars	74		6			68	
Derricks	7		1			6	
Ditchers	2	1				3	
Flangers	4		1	1		4	
Hart Convertible Cars	200					200	
Lidgerwood Unloader	3					3	
Locomotive Crane and Clamshell	2					2	
Locomotive Crane and Magnetic Loader	1					1	
Locomotive Crane	1					1	
Miscellaneous (Other Roadway Cars)	1					1	
Motor Inspection Car	0	1				1	
Meal Cars	0			1		1	
Pile Drivers	3	1				4	
Rail Loader	1					1	
Roadway Gondolas	16		4			12	
Snow Plows	4					4	
Steam Shovels	3					3	
Spreaders	3					3	
Scale Testing Car	1					1	
Shop Cars	0			5		5	
Tool Cars	24		3	2		23	
Wrecking Cranes	2					2	
Work Cars—Flat	4			2		6	
Work Cars—Box	0			2		2	
Well Drilling Outfit	0	1				1	
Total Roadway Service	687	5	17	21	4	692	
Grand Total	12,291	6	407	30	30	11,890	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT CAR EQUIPMENT
CHANGES IN WEIGHT AND CAPACITY DURING YEAR ENDED JUNE 30, 1913

EXHIBIT 25

	Number of Cars	Average Weight per Car (Pounds)	Total Capacity (Pounds)	Average Capacity per Car (Pounds)
Box Cars:				
June 30, 1912	7,301	33,568	491,780,000	67,358
June 30, 1913	7,020	31,143	478,060,000	68,100
Decrease	3.85%	7.22%	2.79%	* 1.10%
Flat Cars:				
June 30, 1912	888	25,290	60,720,000	68,378
June 30, 1913	795	26,419	55,890,000	70,302
Decrease	10.47%	* 4.46%	7.95%	* 2.81%
Furniture Cars:				
June 30, 1912	497	34,990	29,660,000	59,678
June 30, 1913	486	34,820	29,060,000	59,794
Decrease	2.21%	.49%	2.02%	* .19%
Gondola Cars:				
June 30, 1912	1,149	35,730	98,940,000	86,110
June 30, 1913	1,136	32,356	98,270,000	86,505
Decrease	1.13%	9.44%	.68%	* .46%
Refrigerator Cars:				
June 30, 1912	456	40,800	27,180,000	59,605
June 30, 1913	452	36,775	26,950,000	59,624
Decrease	.88%	9.87%	.85%	* .03%
Stock Cars:				
June 30, 1912	836	32,600	50,160,000	60,000
June 30, 1913	831	34,237	49,860,000	60,000
Decrease	.60%	* 5.02%	.60%	
Automobile Cars:				
June 30, 1912	167	37,490	11,980,000	71,737
June 30, 1913	171	36,357	12,220,000	71,462
Decrease	* 2.40%	3.02%	* 2.00%	.38%
Total Freight Cars:				
June 30, 1912	11,294	34,353	770,420,000	68,215
June 30, 1913	10,891	31,640	750,310,000	68,893
Decrease	3.57%	7.90%	2.61%	* .99%
†**Ballast Cars:**				
June 30, 1912	373	29,570	25,140,000	67,399
June 30, 1913	367	28,486	24,540,000	66,866
Decrease	1.61%	3.67%	2.39%	.79%
†**Hart Convertible Cars:**				
June 30, 1912	200	42,800	20,000,000	100,000
June 30, 1913	200	42,800	20,000,000	100,000
Decrease				
Total Cars:				
June 30, 1912	11,867	34,760	815,560,000	68,725
June 30, 1913	11,458	31,734	794,850,000	69,371
Decrease	3.45%	8.71%	2.54%	* .94%

†These are Roadway Service Cars which are also used in Revenue Freight Service.
*Increases.

EXHIBIT 26

ST. CHARLES HOTEL & PARK COMPANY

BALANCE SHEET JUNE 30, 1913

Cost of Property	$ 33,582.36		Capital Stock authorized	$ 36,000.00	
Less Cost of Property Sold or Destroyed	31,681.46	$ 1,900.90	Less Capital Stock not issued	7,300.00	$ 28,700.00
Cash		16,631.47	Taxes Accrued		36.00
Profit and Loss		10,203 63			
		$ 28,736 00			$ 28,736.00

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1913

EXPENSES		REVENUES	
Miscellaneous expenses	$ 130.09	Interest received	$ 336.13
Taxes and Special Assessments	1,624.66	Balance (loss) carried to Profit and Loss	1,418.62
	$ 1,754.75		$ 1,754.75

PROFIT AND LOSS ACCOUNT JUNE 30, 1913

Balance at debit, June 30, 1912	$ 8,785 01	Balance	$ 10,203.63
Balance (loss) brought over from Income Account	1,418 62		
	$ 10 203 63		$ 10,203 63
Balance at debit of Profit and Loss	$ 10 203 63		

EXHIBIT 27

IOWA TOWNSITE COMPANY

BALANCE SHEET JUNE 30, 1913

Cost of Property	$ 163,383.40		Capital Stock		$ 10,000.00
Less Cost of Property Sold	141,826.84	$ 21,556.56	Audited Vouchers		15.16
Excess Lands—Mason City & Ft. Dodge R. R. Co.		3.00	Mason City & Ft. Dodge R. R. Co		3 00
Readlyn Creamery Co. Stock		1.00	Taxes Accrued		300.00
Tennant Improvement Company Stock		653.50			
Cash		4,043.30			
Bills Receivable		840.90	Profit and Loss		16,780 10
		$ 27,098.26			$ 27,098.26

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1913

EXPENSES		REVENUES	
Sundry expenses	$ 671.37	Profit on sales	$ 980.00
Commissions allowed on lands sold	23.25	Dividends received	257.50
Taxes	571.95	Interest (net)	447.16
Balance (gain) carried to Profit and Loss	562.09	Rents received	144.00
	$ 1,828.66		$ 1,828.66

PROFIT AND LOSS ACCOUNT JUNE 30, 1913

Dividend No. 2	$ 6,000.00	Balance at credit June 30, 1912	$ 22,218.01
Balance	16,780.10	Balance (gain) brought over from Income Account	562 09
	$ 22,780 10		$ 22,780.10
		Balance at credit of Profit and Loss	$ 16,780.10

EXHIBIT 28

IOWA DEVELOPMENT COMPANY

BALANCE SHEET JUNE 30, 1913

Cost of various townsite properties	$ 113,616.60		Capital Stock	$ 150,000.00
Less estimated cost of property sold	28,376.45	$ 85,240.15	Taxes Accrued	400.00
Cash		37,476.26	Audited Vouchers	335.62
Bills Receivable		6,328.18	Deferred Credit	71.00
Interest Accrued		457.50		
Profit and Loss		21,304.53		
		$ 150,806.62		$ 150,806.62

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1913

EXPENSES		REVENUES	
Sundry expenses	$ 403.67	Rents Received	$ 318.00
Taxes	567.17	Interest Received	1,892.47
Balance (gain) carried to Profit and Loss	1,239.63		
	$ 2,210.47		$ 2,210.47

PROFIT AND LOSS ACCOUNT JUNE 30, 1913

Balance at debit June 30, 1912	$ 22,544.16	Balance (gain) brought over from Income Account.	$ 1,239.63
		Balance	21,304.53
	$ 22,544.16		$ 22,544.16
Balance at debit of Profit and Loss	$ 21,304.53		

EXHIBIT 29

LEAVENWORTH TERMINAL RAILWAY & BRIDGE COMPANY

BALANCE SHEET JUNE 30, 1913

Property Account	$ 1,206,433.09	Capital Stock	$ 600,000.00
Real Estate	2,555.00	First Mortgage 5% Bonds	600,000 00
Cash	2,783.82	Audited Vouchers	551.53
Central Trust Company of New York (Cash)	13,350.53	Unpaid Coupons (Including $15,000.00 payable July 1, 1913)	15,025.00
Central Trust Company of New York (Interest Deposits)	15,025.00	C. G. W. R. R. Co. Advances	40,000.00
Central Trust Company of New York (Securities in Sinking Fund)	40,000.00	Taxes Accrued	2,700.00
Accounts Receivable	15,816.66	Profit and Loss	37,687.57
	$ 1,295,964.10		$ 1,295,964.10

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30, 1913

EXPENSES		REVENUES	
Operating Expenses	$ 1,315.74	Property Rentals Received	$ 39,180.20
Taxes	5,457.88	Bridge Tolls	11,435.90
Interest on Funded Debt	30,000.00	Interest on Sinking Fund Account	2,303.44
Interest on Advances	5,653.26	Other Interest	360.30
Balance (gain) carried to Profit and Loss	10,852.96		
	$ 53,279.84		$ 53,279.84

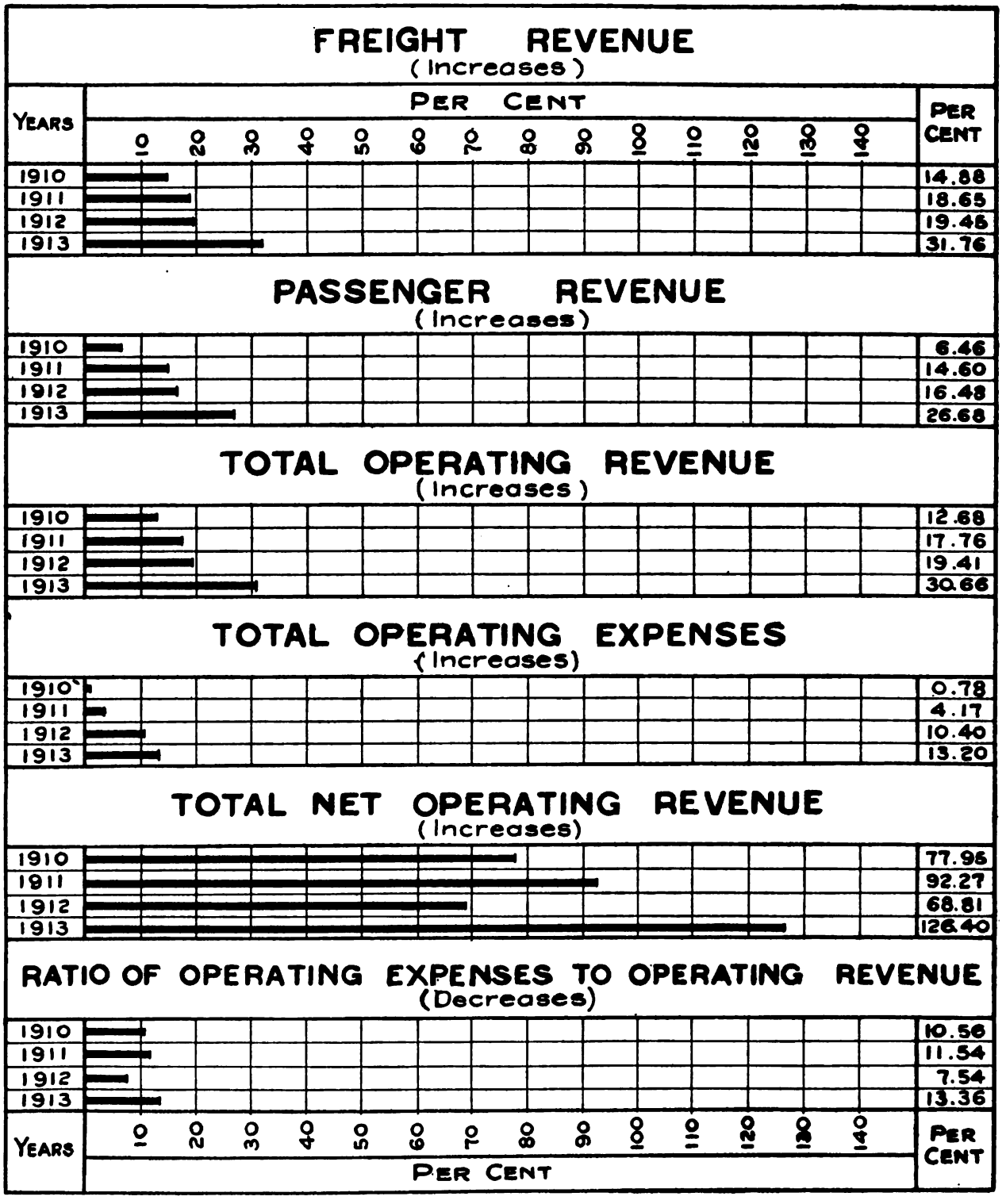
PROFIT AND LOSS ACCOUNT JUNE, 30, 1913

Extraordinary repairs made in years 1910 and 1911	$ 20,193.41	Balance at credit June 30, 1912	$ 47,028.02
Balance	37,687.57	Balance (gain) brought over from Income Account.	10,852.96
	$ 57,880.98		$ 57,880.98
		Balance at credit of Profit and Loss	$ 37,687.57

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 30

CHART SHOWING PERCENTAGES OF INCREASES AND DECREASES IN THE ITEMS AND YEARS INDICATED, AS COMPARED WITH THE YEAR ENDED JUNE 30, 1909



CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 31

COMPARATIVE CHART SHOWING LOCOMOTIVE FUEL CONSUMPTION IN THE YEARS ENDED JUNE 30, 1911, 1912 AND 1913

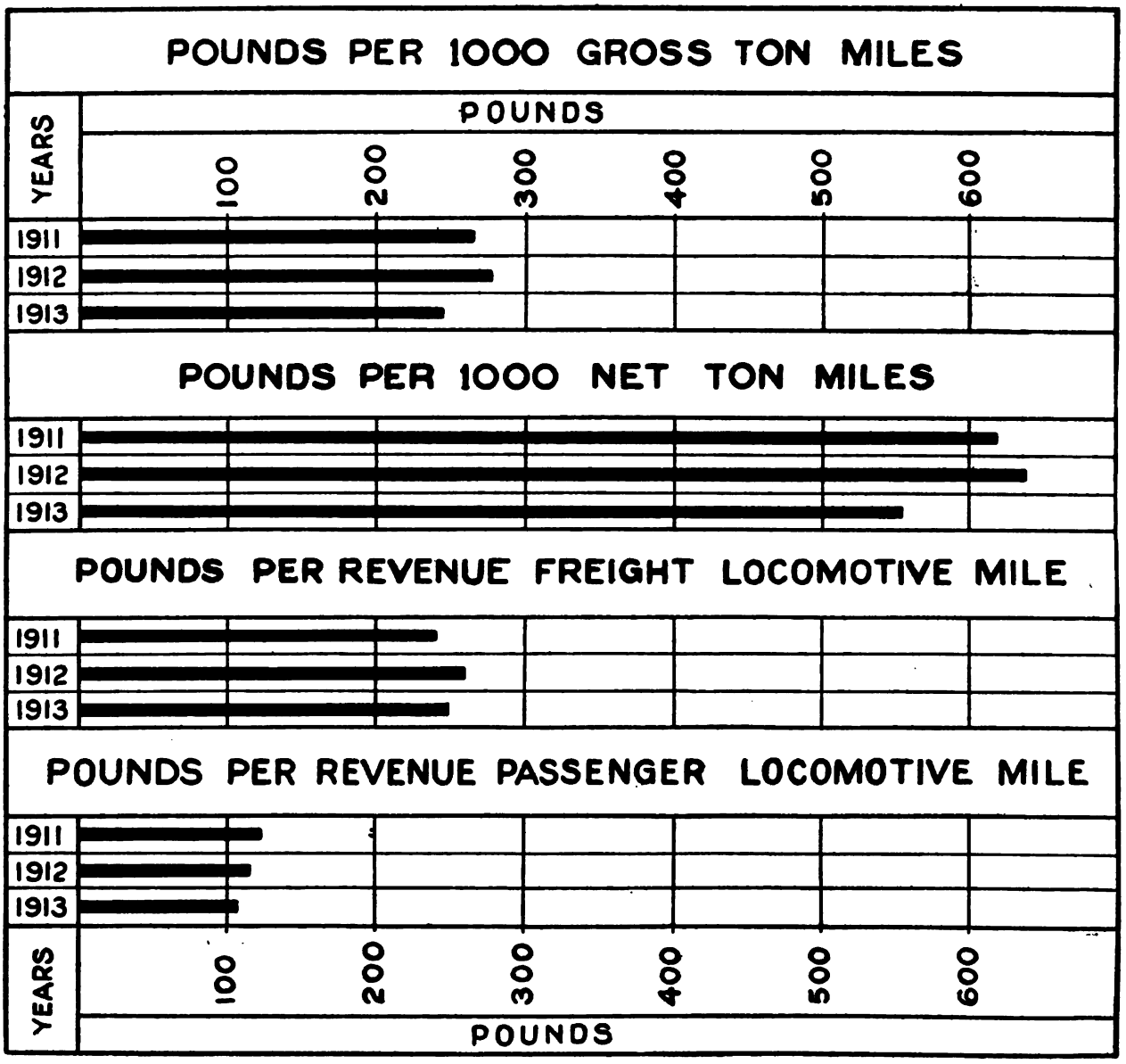


EXHIBIT 32

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHART SHOWING THE IMPROVEMENT IN EFFICIENCY IN HANDLING FREIGHT TRAFFIC FROM JULY 1, 1909, TO JUNE 30, 1913, AS COMPARED WITH THE YEAR ENDED JUNE 30, 1909

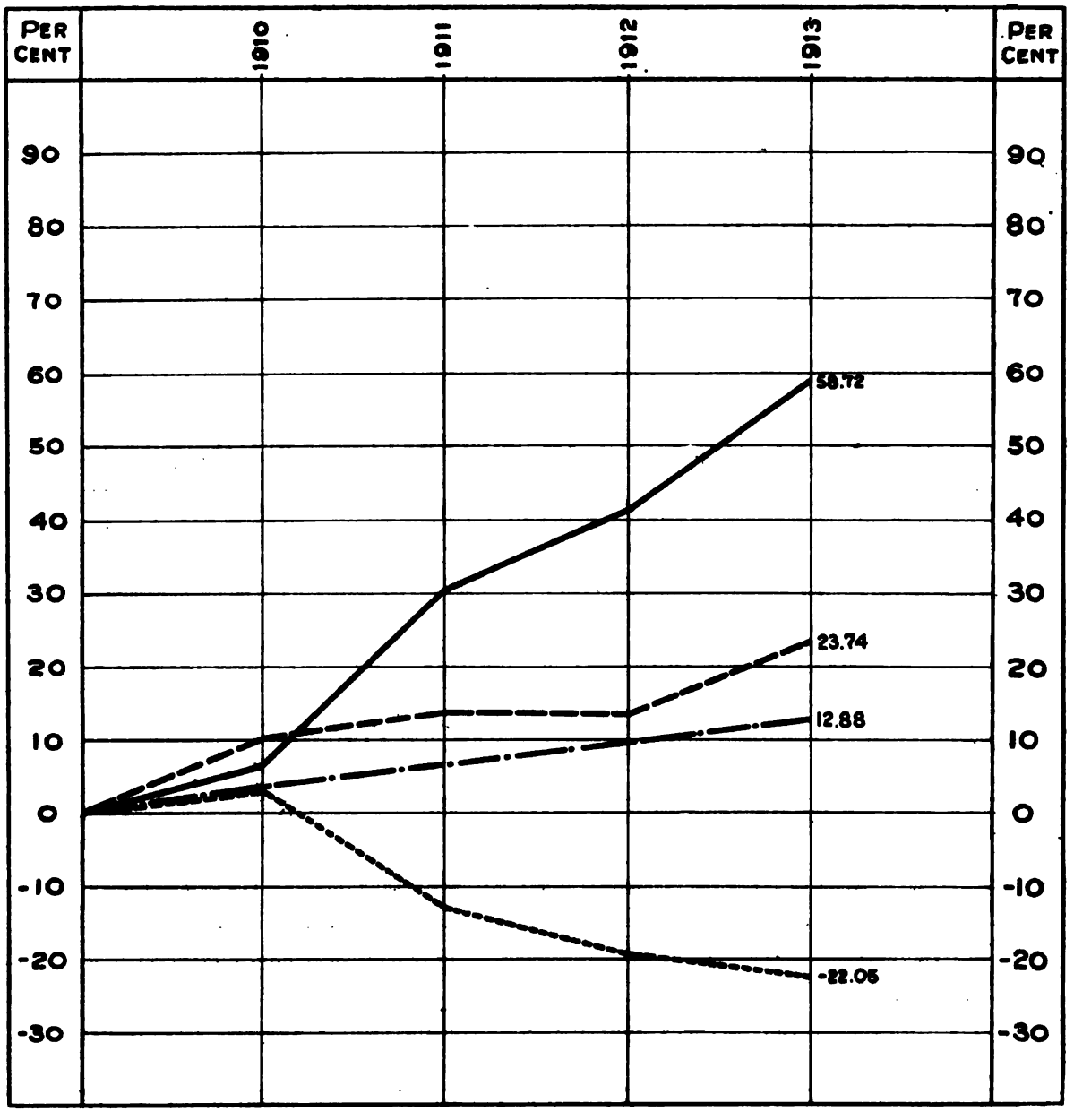


EXHIBIT 33

CHICAGO GREAT WESTERN RAILROAD COMPANY

FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OVER THE YEAR ENDED JUNE 30, 1905, IN MILES RUN BY LOCOMOTIVES IN FREIGHT TRAIN SERVICE, REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS, NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE AND NUMBER OF TONS OF COMPANY FREIGHT CARRIED ONE MILE

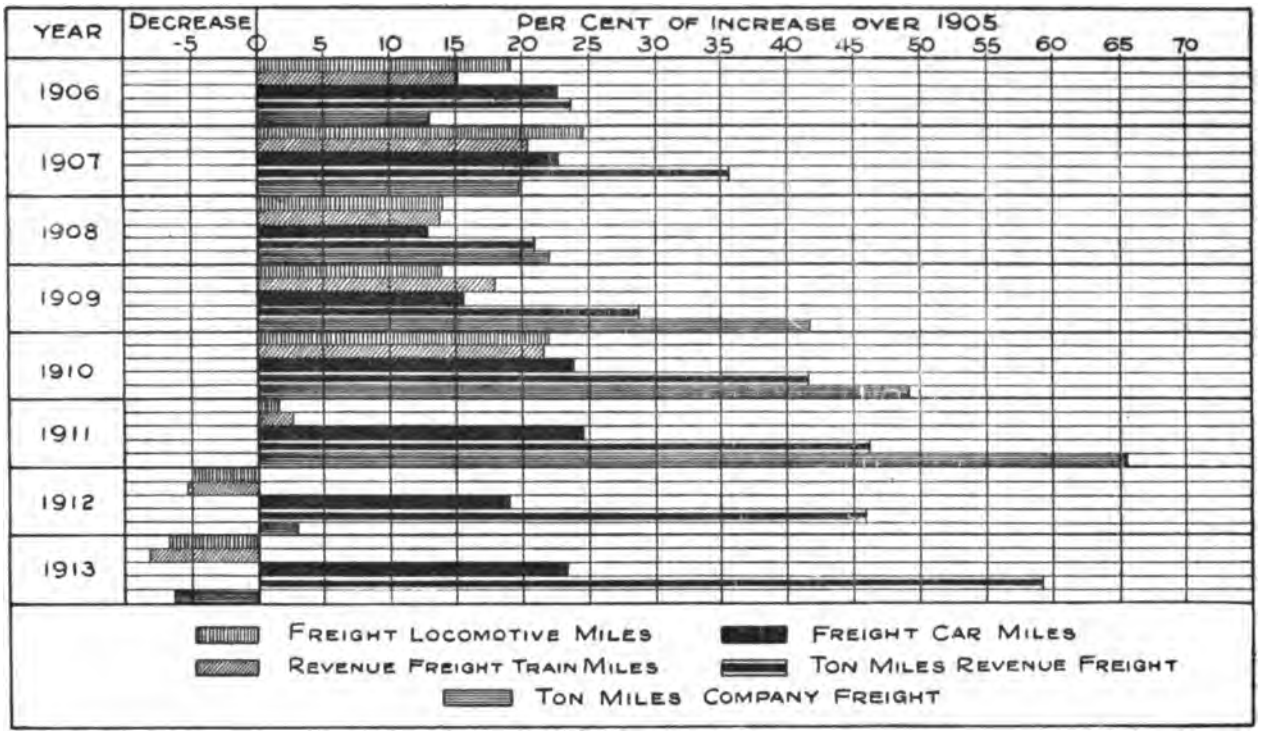
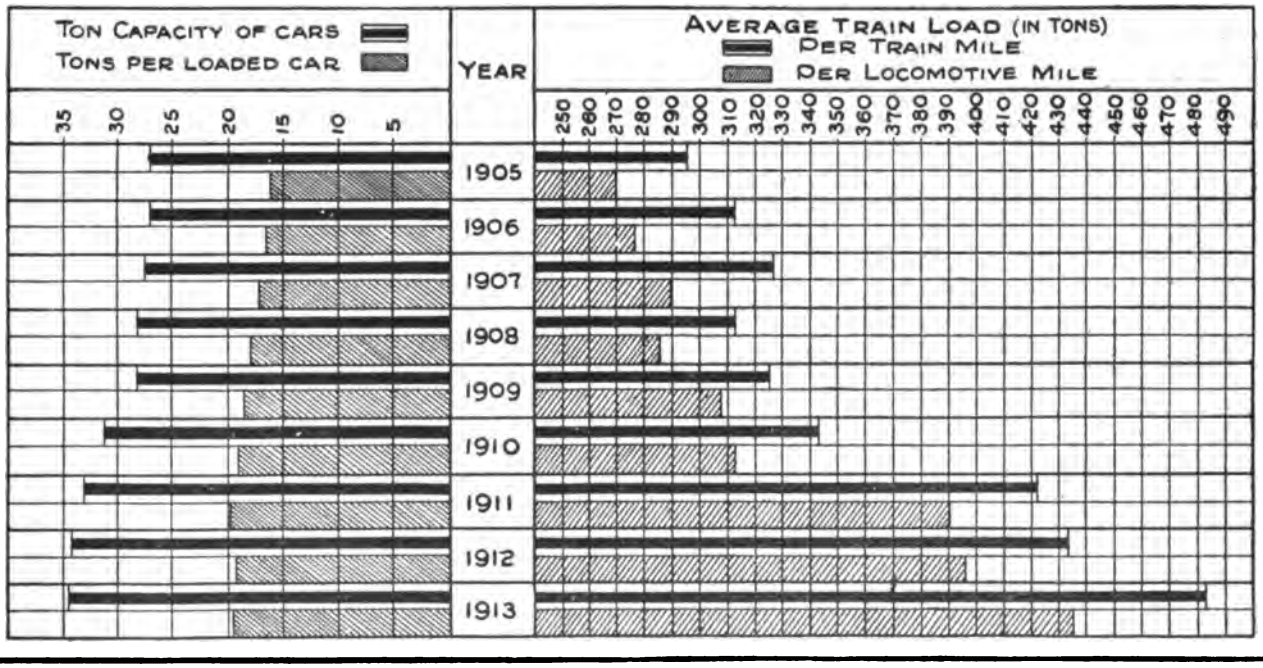


EXHIBIT 34

AVERAGE LADING PER TRAIN, LOCOMOTIVE AND CAR

ALL FREIGHT



FIFTH ANNUAL REPORT

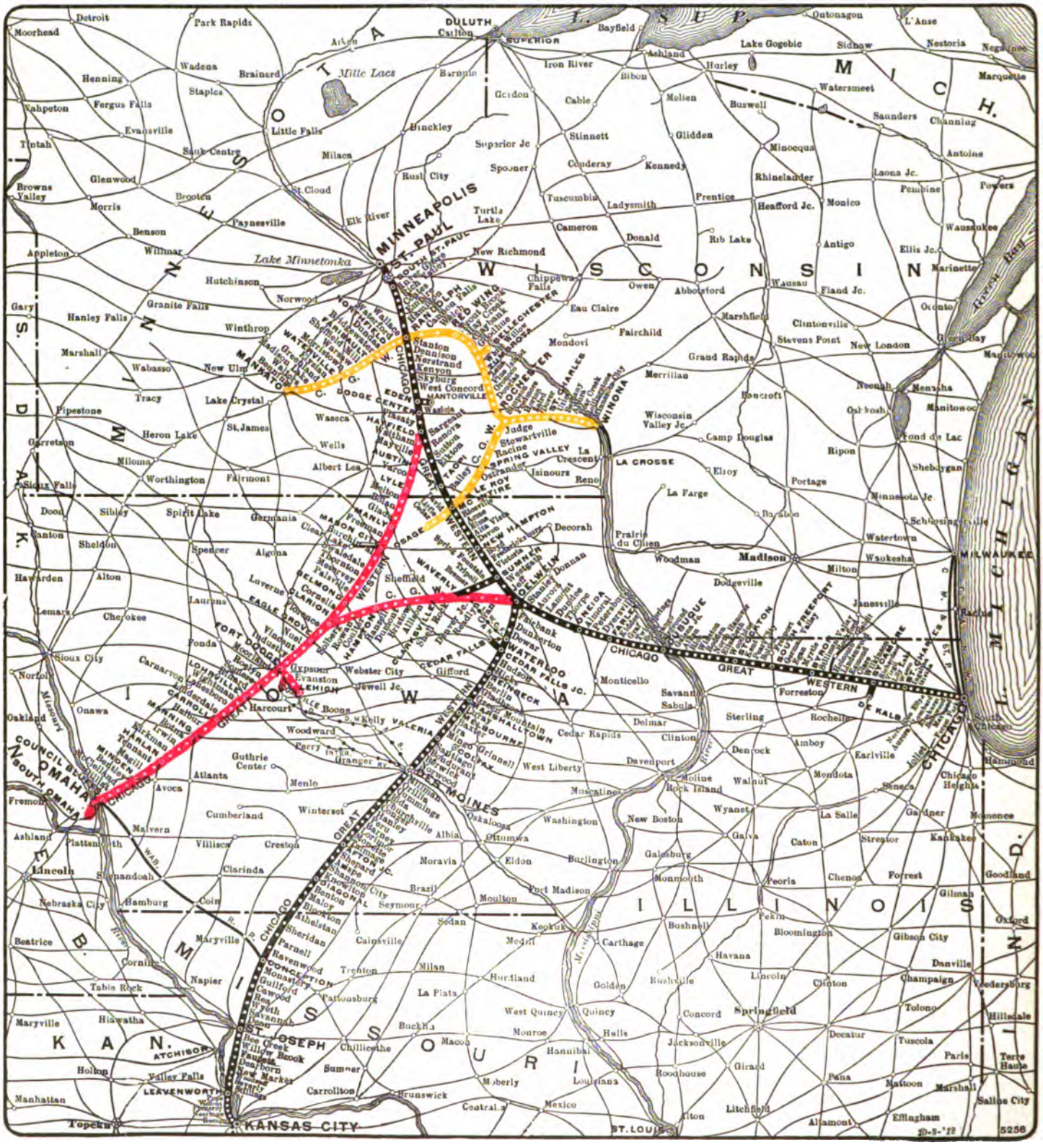
OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY.

BEING FOR THE

YEAR ENDED JUNE 30, 1914

CHICAGO, 1914



CHICAGO GREAT WESTERN RAILROAD
MASON CITY & FORT DODGE RAILROAD
WISCONSIN, MINNESOTA & PACIFIC RAILROAD

FIFTH ANNUAL REPORT

OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY,

BEING FOR THE

YEAR ENDED JUNE 30, 1914

CHICAGO, 1914

BOARD OF DIRECTORS:

		Term Expires
SAMUEL M. FELTON	CHICAGO	1914
CHARLES STEELE	NEW YORK	1914
JOHN R. MORRON	NEW YORK	1914
C. H. CONOVER	CHICAGO	1915
CLYDE M. CARR	CHICAGO	1915
A. A. SPRAGUE II	CHICAGO	1915
E. C. FINKBINE	DES MOINES	1915
JAMES S. BELL	MINNEAPOLIS	1916
JOHN A. SPOOR	CHICAGO	1916
MILTON TOOTLE, JR	ST. JOSEPH	1916
*F. WEYERHAEUSER	ST. PAUL	1917
E. F. SWINNEY	KANSAS CITY	1917
E. N. HURLEY	CHICAGO	1917

*Deceased.

OFFICERS:

SAMUEL M. FELTON	PRESIDENT
JOSEPH W. BLABON	VICE-PRESIDENT
JOHN BARTON PAYNE	GENERAL COUNSEL
J. F. COYKENDALL	SECRETARY AND TREASURER
CON. F. KREBS	AUDITOR
J. A. GORDON	GENERAL MANAGER
C. G. DELO	CHIEF ENGINEER
G. M. CROWNOVER	SUPERINTENDENT OF MOTIVE POWER
OSCAR TOWNSEND	GENERAL FREIGHT AGENT
A. L. CRAIG	GENERAL PASSENGER AGENT
B. BRIARD	PURCHASING AGENT

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1914

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended June 30, 1914:

MILES OF ROAD AND TRACKS OPERATED AT JUNE 30:

	1914	1913	Increase	Decrease
FIRST MAIN TRACK:				
Owned	756.01	756.01		
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	378.13	378.13		
Wisconsin, Minnesota & Pacific R. R.	277.43	277.43		
Total	1,411.57	1,411.57		
Trackage Rights Leased from Other Companies	84.65	84.65		
Total First Main Track Operated	1,496.22	1,496.22		
SECOND MAIN TRACK:				
Owned	57.43	57.43		
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	1.04	1.04		
Total	58.47	58.47		
Trackage Rights Leased from Other Companies	46.90	46.90		
Total Second Main Track Operated	105.37	105.37		
SIDE TRACKS:				
Owned	369.44	366.51	2.93	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	105.51	103.45	2.06	
Wisconsin, Minnesota & Pacific R. R.	38.58	38.34	.24	
Total	513.53	508.30	5.23	
Trackage Rights Leased from Other Companies	35.79	35.79		
Total Side Tracks Operated	549.32	544.09	5.23	
TOTAL ALL TRACKS:				
Owned	1,182.88	1,179.95	2.93	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	484.68	482.62	2.06	
Wisconsin, Minnesota & Pacific R. R.	316.01	315.77	.24	
Total	1,983.57	1,978.34	5.23	
Trackage Rights Leased from Other Companies	167.34	167.34		
Total All Tracks	2,150.91	2,145.68	5.23	

Details of the mileage are shown in Exhibit No. 1, page 27.

INCOME:

The Income results for the year ended June 30, 1914, were as follows:

RAIL OPERATIONS:		
Operating revenues	$	14,260,521.69
Operating expenses		10,831,167.89
Net operating revenue	$	3,429,353.80
OUTSIDE OPERATIONS (net deficit)		3,249.11
Total net revenue	$	3,426,104.69
TAXES		499,081.74
Operating income	$	2,927,022.95
OTHER INCOME		146,139.88
Total income	$	3,073,162.83
CHARGES:		
Interest on Chicago Great Western Railroad Company bonds	$	1,033,720.00
Interest on Mason City & Ft. Dodge Railroad Company bonds. (See Note)		480,000.00
Other Interest		1,250.52
Rentals paid for tracks, yards and other facilities		592,849.54
Hire of Equipment (balance)		50,399.60
Miscellaneous		19,012.74
Total charges	$	2,177,232.40
Surplus	$	895,930.43

NOTE.—The interest on the bonds of the Mason City and Ft. Dodge R. R. Co. is not an obligation of the Chicago Great Western R. R. Co. unless earned under the terms of and as provided in the lease of the property.

For detailed and comparative statements of the Income see Exhibits 2 and 3, on pages 28 and 29.

OPERATING REVENUES:

The total Operating Revenue of the system for the year amounted to $14,260,521.69, against $14,000,618.42 for the year 1913; an increase of $259,903.27 or 1.86% over the preceding year.

Reference is invited to Exhibit 14, page 41, showing the revenues for the ten years ended June 30, 1914, and the improvements therein during the last five years, as compared with the years prior thereto.

In connection with the revenue accounts the following facts are noted:

FREIGHT TRAFFIC:

The Freight Revenue for the year amounted to $9,943,575.18, as compared with $9,795,074.38 for the preceding year, an increase of $148,500.80, or 1.52%.

Of this increased revenue, $93,034.48 came from transportation of Products of Agriculture, including grains, flour, other mill products and tobacco.

$19,246.04 of the increase came from Products of Animals, including horses, cattle, sheep, packing house products, etc.

$9,215.99 of the increase came from Products of Forests.

$45,153.94 of the increase came from Products of Mines.

$8,445.09 of the increase came from Merchandise.

The revenue from Manufactures, notwithstanding an increase of 2.67% in tonnage, decreased $26,594.74, due to decrease of 11.14 miles in the average length of haul.

For a detailed statement of the tonnage of commodities, as compared with the tonnage a year ago, see Exhibit 13, page 40.

The aggregate of the revenue tonnage carried during the past year was 5,557,858 tons, as compared with 5,306,774 tons in the previous year—the increase being 251,084 tons, or 4.73%.

The tons-one-mile of revenue freight increased from 1,337,724,849 in the year 1913, to 1,364,026,080 in 1914, an increase of 26,301,231, or 1.97%.

The revenue per ton per mile in the year 1914 was 7.29 mills, as compared with 7.32 mills in the previous year, a decrease of .03 mills, or .41 of one per cent.

The revenue per freight-train mile in the year 1914 was $3.46, as compared with $3.29 in the preceding year, an increase of 5.17%.

See Exhibit 10, page 36, for comparative freight-traffic statistics.

PASSENGER TRAFFIC:

The revenue from passenger traffic during the past year was $3,205,991.63, which is $61,707.77 or 1.96% more than that of the preceding year.

The summaries and results of the passenger traffic, as compared with those of the preceding year, are as follows:

The number of passengers carried increased 166,541, or 6.28%, the total number carried in 1914 being 2,817,637, against 2,651,096 carried in the previous year.

The revenue passengers carried one mile increased from 153,998,072 in the preceding year, to 160,199,058 in the last year, an increase of 6,200,986, or 4.03%.

The revenue per passenger-mile for the year 1914 was 2.001 cents, as compared with 2.042 cents for the preceding year, a decrease of .041 cents, or 2.01%.

The Passenger Revenue per passenger-train mile decreased from $1.01 in the year 1913, to 99 cents in the past year, a decrease of 1.98%.

The revenue from all passenger train service (including passengers carried, mail, express, etc.), per passenger train mile, decreased from $1.26 in the year 1913, to $1.24 in the past year, or 1.59%.

See Exhibit 10, page 36, for comparative passenger-traffic statistics.

MAIL REVENUE:

In Mail Revenue there was an increase in the year 1914, as compared with the preceding year, of $12,852.66. This increase is due to an additional annual allowance of approximately $6,300. for Parcels Post service, and approximately $6,500. per annum for increased "R. P. O." service.

EXPRESS REVENUE:

The revenue from this source for the year 1914 was $364,564.88, as compared with $349,759.64 for the preceding year, an increase of $14,805.24. This increase is due entirely to the increase from $350,000. to $375,000. in the guaranteed minimum per annum payable by the Wells, Fargo & Co., from December 1, 1913, under contract with that company.

MISCELLANEOUS REVENUE:

In the revenue from Excess Baggage, there was a decrease of $1,584.76, or 4.53%.

In the Milk Revenue (on passenger trains) there was an increase of $21,353.70, or 15%.

In the Other Passenger Train Revenue there was a decrease of $2,399.76, or 29.92%.

In Switching Revenue there was a decrease of $115.77, or .06 of one per cent.

In Car Service Revenue there was a decrease of $180.49, or .42 of one per cent.

In other Miscellaneous Revenue there was a net increase of $4,963.88, or 5.54%.

In the rentals received for right-of-way, lands and property not immediately required for the company's purposes, there was an increase of $15,183.33, as compared with the amount received in the preceding year. The amount of such rents received during the year was $46,954.94. From September 1, 1909, to June 30, 1914, the amount received from this source is $139,700.92.

For comparison of the revenue accounts in detail, see Exhibit 2, page 28.

INDUSTRIAL DEVELOPMENT:

Industries have been located along the company's line during the year as follows:

CHICAGO. The plant of Sears-Roebuck & Company, to which this company has direct access, has been enlarged about one-third, thereby affording increased facilities for the shipment of merchandise in the territory west, northwest and southwest of Chicago.

The Adam Schaaf Piano Company, manufacturers of pianos, have constructed a large plant at the corner of Central Avenue and Flournoy Street, and the Calumet Baking Powder Company have put up a new plant at 41st and Fillmore Streets, where they are engaged in the manufacture of baking powder. Both of these plants are reached by tracks over which this company has operating rights, and will contribute to our traffic.

BYRON. A milk bottling plant, with a capacity of 40,000 pounds of milk per day, has been completed at a cost of about $60,000, and is now in operation.

ST CHARLES. A sand and gravel company who have leased the gravel pit at St. Charles, have installed machinery with which they expect to take out at least 3,000 carloads of sand and gravel a year. Their investment in this plant is about $13,000.

MARSHALLTOWN. A modern oil storage and distributing plant has been located on property served by this company's tracks. There is in process of erection a modern factory building for the manufacture of stoves and furnaces. It is expected the plant will shortly be in operation.

BAXTER. An oil storage and distributing plant has just been completed.

PERU. A stone and cement company have opened a new quarry, where sufficient supply of material is available to continue operation for a number of years.

ST. JOSEPH. A structural steel company, fabricators of iron and steel, and a preserving company, packers of preserves and canned fruit, have located on property adjoining this company's tracks, and promise to develop a substantial business in their respective lines.

DEARBORN. A large warehouse for the handling of leaf tobacco has been located at Dearborn, and it is an important factor in developing a tobacco market at this point.

WESTGATE. An electric light plant on adjacent property has been completed and is now in operation.

ST. PAUL. Extensive facilities for the unloading and handling of gravel and other building material have been established on property reached by this company's tracks.

MINNEAPOLIS. An elevator company have added five storage tanks of 100,000 bushels capacity each to one of their elevators, located on this company's tracks, increasing the storage capacity of the elevator to 1,550,000 bushels.

RED WING. A lumber company have established a lumber yard on property reached by this company's tracks and have invested about $1,500 in the plant.

Oil tanks for the storage and distribution of petroleum products have been erected on adjacent property.

BELLECHESTER. A co-operative creamery company have erected a creamery building at a cost of $1,500.

PINE ISLAND. A butter and cheese factory has been established at this point by a creamery company who have invested about $2,000 in machinery and buildings.

ROCHESTER. A company of wholesale grocers have erected a modern fireproof warehouse on property reached by this company's tracks. Facilities for the handling of coal and lumber, costing about $4,000, have been constructed by a lumber company. An oil storage and distributing plant has been established at this point and is located along this company's tracks. An artificial ice plant has been erected by an ice company for the manufacture and sale of artificial ice.

ALTURA. Lumber yard and cement sheds have been located on our property by a Lumber Company, at an initial investment of about $7,000.

CLARION. A farmers' co-operative creamery company have erected a new brick creamery building costing about $5,000 on property served by the tracks of this company.

FORT DODGE. A modern steel and concrete cement and plaster mill, costing approximately $200,000, has been constructed to replace an old mill which was badly damaged by fire last year. The capacity of the new mill is more than double that of the former. A new lumber and coal yard, representing an investment of about $25,000, has been located on property reached by this company's tracks.

LANESBORO. A company operating the gravel pit at Lanesboro has invested about $5,000 in improved machinery and is now prepared to supply sand and gravel for commercial purposes.

HARLAN. A branch storage and distributing station has been established at this point by an oil company.

SWALEDALE. A co-operative association has completed and equipped a modern creamery at a cost of about $3,000.

AUSTIN. An oil and linseed company have established a branch distributing plant to supply their trade in Southern Minnesota, investing about $3,000 in storage tank and other facilities.

Modern grain elevators have been erected at Dewar, Five Points, Rochester, Valeria, Santiago, Sheridan, Parnell, Ravenwood, Guilford, Rea and Faucett.

IMPROVEMENT AND MAINTENANCE OF WAY AND STRUCTURES:

The work done on the roadbed and track during the years ended June 30, 1914 and 1913, was as follows:

	1914	1913
BALLAST:		
Miles of track reballasted with gravel	134.98	189.31
Miles of track reballasted with rock	5.30	9.24
Miles of track reballasted with other material	9.00	10.28
Total miles of track reballasted	149.28	208.83
BRIDGES, TRESTLES AND CULVERTS:		
Lineal feet of bridges, trestles and culverts rebuilt or replaced	4,872.00	7,506.50
ROADBED:		
Miles of roadbed widened and grades rectified	11.56	35.69
Miles of ditching for roadbed drainage (track miles)	8.23	18.76
Number of cuts widened	33.00	34.00
Cubic yards of material moved	68,121.00	145,762.00
Miles of right of way fencing rebuilt (track miles)	66.58	62.76
Cross Fences and Cattle Guards	455.00	161.00
RAILS:		
Miles of track relaid with new 85-lb. steel rail	49.28	123.51
Miles of track relaid with 75-lb. relaying steel rail	44.72	12.62
Miles of track relaid with 60-lb. relaying steel rail	.51	.....
Total miles of track relaid	94.51	136.13
CROSS TIES PUT IN TRACK:		
Total number treated cross ties	64,574	54,400
Total number untreated cross ties	470,185	391,988
Total number of cross ties put in track	534,759	446,388
Equal to miles of continuous track	187.39	156.09
TIE PLATES AND RAIL JOINTS:		
Total number of new tie plates	170,884	146,926
Equal to miles of continuous track	29.59	25.33
Total number of new rail joints	58,008	24,185
Equal to miles of continuous track	181.27	81.83

As compared with the preceding year the expenses chargeable to "Maintenance of Way and Structures" show the following principal decreases: Superintendence, $13,259.; Removal of Snow, Sand and Ice, $5,131.; Telegraph and Telephone Lines, $11,261. On the other hand, the following increases are to be noted, viz.: Ballast, $17,288.; Ties, $99,471.; Rails, $25,683.; Other Track Material, $12,919.; Roadway and Track, $137,590.; Tunnels, $2,667.; Bridges, Trestles and Culverts, $48,532.; Grade Crossings, Fences, Cattle Guards and Signs, $6,771.; Roadway Tools and Supplies, $5,211.; Injuries to Persons, $4,344.; Maintaining Joint Tracks and Other Facilities (net), $5,476.

See Exhibits Nos. 16 to 22, inclusive, pages 43 and 44, describing the physical characteristics and condition of the property on June 30, 1914. See also pages 8 and 9 in respect to additions and improvements.

MAINTENANCE OF AND ADDITIONS TO EQUIPMENT:

During the year another Prairie type engine was converted into a Pacific type by lengthening its boiler and substituting a 4-wheel for a 2-wheel truck under the front end. A superheater also was applied and boiler pressure reduced ten pounds per square inch. Modern valve gear also applied, reducing cost of maintenance.

Two Prairie type freight engines which were formerly equipped with tandem-compound cylinders, were changed to simple-type engines by removing their high-pressure cylinders. One of these engines was also equipped with a superheater. These engines are now more suitable for the requirements of the road, and their future cost of maintenance will be considerably less.

Schmidt superheaters were applied to four locomotives, piston-valve cylinders also being applied to three of them, thereby increasing their tractive power, reducing the boiler pressure and saving about 25% in fuel.

One engine received larger cylinders, increasing the tractive power 12%.

Of undesirable equipment there has been sold during the year 111 freight-train cars and 1 work-service car.

There were dismantled 2 passenger-train cars, 119 freight-train cars, 2 cabooses and 17 work-service cars.

During the year there were purchased: 5 Pacific type locomotives, 6 steel coaches, 1 steel postal car, 1 baggage and mail car, 2 tank cars and 2 rail loaders.

These five Pacific type locomotives were constructed with extra large fire boxes, with brick walls and devices for smoke prevention; and they have operated under ordinary conditions without smoke or cinders.

Similar brick walls have been placed also in the ten Mikado engines purchased last year, with marked saving of fuel therefrom. In addition to this 52 passenger engines and 134 freight engines have been equipped with brick arches during the year, for greater economy in fuel consumption.

In addition to the equipment purchased there was built at the company's shops at Oelwein, 1 steel tank, which was placed on a flat car. This car is similar to the two tank cars purchased.

191 locomotives received heavy repairs, and 19 locomotives received light repairs, at the average cost of $2,146.08 for the former, and $427.99 for the latter.

The average mileage per serviceable locomotive for the year was 32,607, while for the preceding year it was 32,809 miles.

74 passenger-train cars received heavy repairs or rebuilding, and 37 received light repairs, at the average cost of $1,233.03 for the former, and $277.01 for the latter.

Of freight-train cars, 2,966 received heavy repairs at an expense of $373,821. and 148,685 received light repairs at an expense of $693,770., during the year.

71 electric and 51 improved oil headlights were put on locomotives at a cost of $15,132. to take the place of ordinary headlights, in order to comply with new laws on the subject.

The changes in the equipment between July 1, 1913, and June 30, 1914, were as follows:

	DEDUCTIONS		ADDITIONS	
	Sold or Destroyed	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	.....	12	5	12
Baggage and Mail Cars	2	.....	1	.....
Postal Cars	.....	.....	1	.....
Passenger Coaches	.....	.....	6	.....
Box Cars	186	10	.....	.....
Flat Cars	12	5	.....	.....
Furniture Cars	14	.....	.....	.....
Gondola Cars	9	3	.....	.....
Refrigerator Cars	5	.....	.....	.....
Stock Cars	4	.....	.....	.....
Cabooses	2	.....	.....	.....
Auxiliary Tenders	.....	.....	.....	1
Ballast Cars	2	.....	.....	.....
Boarding Cars	5	.....	.....	4
Cinder Cars	8	.....	.....	.....
Rail Loaders	.....	.....	2	.....
Shop Cars	.....	.....	.....	6
Spreaders	1	.....	.....	.....
Tool Cars	2	.....	.....	3
Tank Cars	.....	.....	2	1
Work Cars—Flat	.....	.....	.....	3

The number and capacity of locomotives and cars in service June 30, 1914, and June 30, 1913, respectively, were as follows:

	On June 30, 1914	On June 30, 1913	Increase	Decrease	Percent
Locomotives	294	289	5	.....	1.73
Total weight, excluding tenders (tons)	26,661.20	25,987.65	673.55	.....	2.59
Total weight on drivers (tons)	21,053.15	20,646.23	406.92	.....	1.97
Total tractive power (tons)	4,925.50	4,821.27	104.23	.....	2.16
Passenger-train cars	175	169	6	.....	3.55
Total seating capacity	6,794	6,358	436	.....	6.86
Freight-train cars (including cabooses)	10,779	11,029	.....	250	2.27
Total capacity (tons), (excluding cabooses)	368,535	375,155	.....	6,620	1.76
Average capacity (tons), (excluding cabooses)	34.63	34.45	.18	.....	.52
Road-service cars	696	692	4	.....	.58

The decreases indicated in this table are explained partly by the fact that at the beginning of the year there remained on hand some of the light and unserviceable equipment acquired from the Receivers on September 1, 1909, the disposition of which had been anticipated by the purchase of new equipment during the preceding years, but which has been actually disposed of only during the past year; also by the fact that some of the equipment which has been sold and dismantled during the past year, and which was to be replaced by new equipment, had not yet been replaced when the year closed. There are now under contract for October delivery 500 steel-frame box cars of 40-tons capacity.

The following table of the equipment as of September 1, 1909, and June 30, 1914, is inserted for comparison and better illustration of the conditions. It will be noticed that while there have been reductions in the numbers of some classes of equipment, there have been, at the same time, substantial increases in the efficiency and capacity:

	September 1, 1909	June 30, 1914
Number of locomotives	300	294
Total weight, exclusive of tenders (tons)	20,403.50	26,661.20
Total weight on drivers (tons)	15,334	21,053.15
Total tractive power (tons)	3,525.80	4,925.50
Number of passenger-train cars	178	175
Total seating capacity	7,750	6,794
Number of freight-train cars (including cabooses)	10,839	10,779
Total capacity (tons), (excluding cabooses)	301,080	368,535
Average capacity (tons), (excluding cabooses)	28.13	34.63
Number road-service cars	381	696

TRANSPORTATION EXPENSES:

The Transportation Expenses in the year 1914 decreased $95,936.99 from 1913.

This decrease has been accomplished mainly by continued improvement of efficiency and constant close supervision, the evidence of which is in the savings found in the comparison of the expenses this year, against those of the preceding year, on the following accounts, viz.: Enginehouse Expenses, Yard, $3,008.; Fuel for Yard Locomotives, $18,413.; Enginehouse Expenses, Road, $14,388.; Fuel for Road Locomotives, $23,330.; Water for Road Locomotives, $1,212.; Road Trainmen, $15,328.; Train Supplies and Expenses, $14,224.; Telegraph and Telephone Operation, $1,670.; Stationery and Printing, $2,019.; Other Transportation Expenses, $6,666.; Loss and Damage, Freight, $43,401.; and Injuries to Persons, $17,811.

The sum of these and other decreases amounts to $179,771.; but increases in other accounts of the "Transportation Expenses" due to heavier traffic, absorbed $83,834. of this sum and reduced the net sum of the savings to $95,936.99 as above stated.

For comparative statement of the Operating Expenses in detail, see Exhibit 12, pages 38 and 39.

Reference is invited also to the graphic chart, Exhibit 31, page 51, showing the steadily increased economy in the consumption of fuel for locomotives, the largest single item of expense during the last four years.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

GREEN MOUNTAIN. A 16 x 40 foot frame station building, with concrete foundation and slate roof, has been completed to replace the entirely inadequate facilities which formerly existed.

BERWICK. A 16 x 34 foot frame station has been built replacing the former depot destroyed by fire.

WEST PLATTE. A 12 x 30 foot frame station building has been built. No station facilities existed at this point prior to this time.

WEST ST. PAUL. The freight house has been completely rebuilt and equipped with a modern fire-extinguishing sprinkler system. This building has been leased to a large dry goods firm.

COALING STATIONS:

KENYON. A new 100-ton steel and concrete mechanical coaling plant, equipped with scales, has been completed, replacing the old wooden gravity coaling trestle.

RED WING. A new 50-ton timber mechanical coaling station equipped with scales replaces an old timber trestle station.

An annual saving of about $7,500. per annum will result from these improvements and others now under construction.

WATER STATIONS:

A new distillate oil engine has been installed at Diagonal, replacing a steam plant; and a new distillate oil engine has been installed at Taopi, replacing a gasoline engine of obsolete type.

The steam pumping plant at Randolph has been replaced with an electrically operated centrifugal pump. It is automatic.

These improvements with other similar ones under construction will produce a saving of about $3,000. per annum.

TRACK SCALES:

New track scales have been installed as follows: 100-ton at Des Moines, 150-ton at Austin and Mason City.

BRIDGES:

OMAHA. A steel viaduct has been built over the tracks of the Union Pacific, C. B. & Q. and this Company.

OELWEIN. A steel foot bridge has been built over the tracks at the shops as a safety measure. All shopmen who formerly crossed the tracks at grade now use the foot bridge in going to and from the shop buildings.

AUTOMATIC BLOCK SIGNALS:

The extension of automatic signals on the Northern Division from Randolph to Dodge Center, a distance of 38.48 miles, and between McIntire and Alta Vista, a distance of 20 miles, or a total of 58.48 miles, was completed and placed in service during the year.

INTERLOCKING PLANTS:

EAST DES MOINES. An interlocking plant of the All Electric Type, consisting of 36 levers, has been installed at the crossing of the Chicago, Rock Island & Pacific, Fort Dodge, Des Moines & Southern and Chicago Great Western at East 20th Street. This installation obviates the necessity of stopping trains moving over this crossing, and will greatly aid in the efficiency of operation.

LEAVENWORTH. During the year changes were made and electric locking added to the interlocking plant at the crossing of the Union Pacific, Missouri Pacific, Chicago, Rock Island & Pacific, Chicago, Burlington & Quincy and Chicago Great Western. To make these changes it was necessary to add several new levers to the interlocking machine, which required the extension of the tower building. Better and safer operation is insured in the movement of trains over this crossing as the result of these changes and additions.

CROSSING BELLS:

Crossing gongs and "DANGER" signs have been installed at highway crossings at Maywood, Wasco, Clare, Holcomb, Kent, North Hanover, Kidder, Dyersville, St. Joseph, Red Wing and Belmond.

CROSSING GATES:

DUBUQUE. Since the installation of eleven sets of crossing gates at this station as reported in last year's annual report, a set of gates have been installed at Lincoln Ave., by order of the City Council.

WATERLOO. A swinging crossing gate was installed at the railroad crossing of the Chicago, Rock Island & Pacific and Chicago Great Western.

SHOP MACHINERY:

New machinery and appliances have been installed in the Company's principal shops at Oelwein, Iowa, during the year, as follows:

1 Punch and shear, 30-inch throat.
1 Hand punch and shear.
1 No. 4 Universal milling machine.
1 3-inch Hall spindle turret lathe.
1 6½-inch Hall spindle turret lathe.
1 32-inch Morton draw cut shaper.
1 Reversing planer motor outfit.
1 No. 5 motor driven emery tool grinder.
2 Emery tool grinders 3½ x 20.
1 Electric driver truck.
1 Stripping machine.
1 Headlight reflector electric silver plating machine.
1 Hartz flue welder.
1 Ryerson flue rattler.
1 15 Horse power motor for six spindle drill press.
1 15 Horse power motor for six spindle wood boring machine.
1 15 Horse power motor for gainer.
1 Berlin sanding machine, motor driven.
1 5-inch forging machine.
1 Baudry champion power hammer.
1 Alligator shears.

The installation of these and sundry other small tools and appliances will effect savings amounting approximately to $10,170. per annum.

CAPITAL ISSUES:

In pursuance of the agreement with the holders of Wisconsin, Minnesota and Pacific R. R. Co.'s bonds, referred to on page 12 of the Fourth Annual Report, the amount of this company's Preferred Stock has been increased $3,116,000., of which $3,088,500. is issued and outstanding in the hands of the public at the close of the year, the balance of $27,500. being held for delivery in exchange for the remaining $55,000. of W. M. & P. bonds outstanding. (Since the close of the year the amount of W. M. & P. bonds remaining outstanding has been reduced to $39,000. by further exchanges).

There has been no change in the amount of Common Stock authorized and outstanding.

FUNDED DEBT:

By the retirement of $6,177,000. of Wisconsin, Minnesota & Pacific R. R. Co.'s bonds and the issue of $3,087,500. of this company's First Mortgage, 4% gold bonds in part exchange therefor, together with the issue of $100,000. of this company's First Mortgage 4% gold bonds in reimbursement of expenditures previously made, the funded debt of the company and its proprietary lines is as follows on June 30, 1914:

	Issued and Outstanding	Miles of Line Owned	Funded Debt per Mile
Chicago Great Western R. R. Co., First Mortgage	$25,715,000.00	1,033.44	$25,366.74
Chicago Great Western R. R. Co., Minneapolis Terminal Mortgage	500,000.00		
Mason City and Fort Dodge R. R. Co	12,000,000.00	378.13	31,735.12
Wisconsin, Minnesota and Pacific R. R. Co. — Owned by C. G. W.	$6,177,000.00		
Wisconsin, Minnesota and Pacific R. R. Co. — In hands of Public	55,000.00		
Total for System	$38,215,000.00	1,411.57	$27,072.69

The Interest on the M. C. & Ft. D. bonds is not an obligation of the C. G. W. R. R. Co. unless earned under the terms of and as provided in the lease of the property.

The amount stated above against Chicago Great Western R. R. Co. First Mortgage includes $27,500. to be issued in exchange for W. M. & P. bonds; and the miles of line owned include the 277.43 miles of W. M. & P. R. R.

See Exhibit No. 9, page 35, for description of security for funded debt.

PROPRIETARY COMPANIES:

The Chicago Great Western Railroad holds or controls interests in proprietary companies as shown in Exhibits Nos. 7 and 8. Brief descriptions of each of the properties thus controlled have been given in previous reports.

Reference is invited to pages 48 and 49 for balance sheets as of June 30, 1914, and the Income and Profit and Loss accounts for the last year, of the following companies, to-wit:

St. Charles Hotel & Park Company,
Iowa Townsite Company,
Iowa Development Company, and
Leavenworth Terminal Railway and Bridge Company,

the entire capital stock of each of which is owned by the Chicago Great Western Railroad Company.

St. Charles Hotel & Park Company:

As will be seen by reference to Exhibit 26, the company had a net gain of $594.24 for the year to carry to its Profit and Loss account, thereby reducing the loss of former years to $9,609.39 at June 30, 1914.

Iowa Townsite Company:

Exhibit 27 indicates that the net gain from the operations of this company in the year was $2,096.35, and that this added to the balance at credit of the Profit and Loss account at the beginning of the year, made the total profit up to the close of the year $18,912.55.

During the year the available Cash was increased by approximately $500 by collections on Notes Receivable, and by approximately $2,200 more by the release, (by sale of the lands), of so much of the previously reinvested surplus. This accumulation of cash has justified and enabled the company to again declare and pay a dividend of $6,000, or 60%, upon its capital stock of $10,000; and at the close of the year, the surplus standing at credit of the Profit and Loss account is $12,912.55, against which there is in hand Cash $3,445.49 and Notes Receivable $329.50, the remainder being reinvested principally in salable lands.

Iowa Development Company:

Exhibit 28 indicates that the net gain from this company's operations in the year was $1,201.50, and that after carrying this to Profit and Loss account the net loss standing in that account at June 30, 1914, is $19.767.41.

It will be seen by reference to the Balance Sheet of June 30, 1914, that at that date the company had on hand $38,655.88 of Cash, and $5,656.70 of Bills Receivable (notes). It will be seen also upon a study of the Balance Sheet that this is not properly available for distribution; and therefore the cash has been, for the time being, placed in a special account in bank, where it is earning interest at 3% per annum.

Leavenworth Terminal Railway & Bridge Co.:

Exhibit 29 indicates that the net gain from this company's operations during the year was $13,540.15, and that the company's surplus at credit of the Profit and Loss account at the close of the year was $50,767.45.

By reference to the Balance Sheet it will be seen that at the close of the year the company had, besides $40,000 of securities in its Sinking Fund and $15,125 on deposit for past-due interest on its bonds, upwards of $29,000 in Cash and $7,681 in Accounts Receivable. On the other hand, the company is indebted to the C. G. W. R. R. Co. for Advances, to the amount of $18,000.

The business of this company is steadily improving.

TERMINATION OF VOTING TRUST. RESUMÉ OF OPERATIONS AND RESULTS DURING THE TRUSTEESHIP:

Due notice of the termination of the Voting Trust Agreement on September 1, 1914, has been given by the surviving voting trustees. The notice set forth, among other things, the gross and net revenues and the surplus for the past year, those for the month of June, 1914, being estimated because the actual figures were not available at the time. Since then the actual results for the month of June have been determined, and the results for the year are set forth in the statements exhibited in this report. The actual gross and net revenues and the surplus, each, for the year were somewhat more than the amounts stated in the notice of the surviving voting trustees.

During the 5-year period of the Voting Trust there was expended:

For additions to and improvements of the roadway, tracks and structures	$10,229,978.31
For additions to and improvements of the equipment	6,847,773.91
For the purchase of stock in the Kansas City Terminal Ry. Co. and The Leavenworth Terminal Ry. and Bridge Co	224,589.90
Total	$17,302,342.12

The sum thus expended was from the following sources:

From assessments and sale of bonds under the plan of reorganization	$10,358,554.87
Proceeds from sale of $4,000,000 first mortgage 4% bonds	3,350,000.00
Mortgage assumed in connection with purchase of terminals in St. Paul and Minneapolis from Wisconsin Central Railway Company	500,000.00
Proceeds from sales of land and old equipment	1,147,796.53
From current funds, to be replaced by further sale of bonds provided for in the reorganization	1,945,990.72
Total	$17,302,342.12

The improvements thus briefly summarized are set forth in detail under "Additions and Improvements, September 1, 1909, to June 30, 1914," on pages 15 to 20. An examination of the latter will best disclose to the reader the substantially improved condition and greater value of the property, as compared with its condition and value five years ago,—both physically and as a revenue producer.

In the upbuilding of the property the management has constantly labored towards the minimizing of the cost of operation, not alone in the character of improvements in the property, but in the organization and activities of the service as well.

And for the result the following facts are to be noted:

The gross revenue for the year ended June 30, 1914 (including outside operations), was	$14,349,738.59
As compared with that for the year ended June 30, 1909 (the last of the receivership)	$10,803,849.58

The increase being $3,545,889.01 or 32.82%.

The net revenue for the year ended June 30, 1914 (including outside operations), was	$ 3,426,104.69
As compared with the last year of the receivership	$ 1,660,148.11

The increase being $1,765,956.58 or 106.37%.

The percentage of increase in the net revenue is more than three times greater than that of the gross revenue.

And while these increases are partly attributable to the increase in density of traffic,—24.43% in freight, and 13.16% in passenger, they are largely, particularly in the case of Net Revenue, the result of improved devices and methods of economy.

Of economies resulting from the improved devices, those in handling and consumption of coal for locomotives are worthy of special mention, inasmuch as fuel for locomotives is the largest single item of the transportation expenses.

Comparisons of data for the past year against those for the year ended June 30, 1911 (the earliest perfect data available), show the following:

	1914	1911	Decrease	Per Cent
POUNDS OF COAL CONSUMED:				
Per Passenger Car Mile	20.36	24.50	4.14	16.90
Per Freight Car Mile (all cars)	7.85	8.38	.53	6.32
Per 1000 Tons Freight 1 Mile	615.23	700.07	84.84	12.12
COST OF COAL CONSUMED, IN CENTS:				
Per Passenger Car Mile	2.07	2.38	.31	13.03
Per Freight Car Mile (all cars)	.80	.81	.01	1.23
Per 1000 Tons Freight 1 Mile	62.54	67.38	4.84	7.18

For the following comparisons the earliest perfect data are for the year ended June 30, 1912:

	1914	1912	Decrease	Per Cent
EXPENSES OF FUEL STATIONS, IN CENTS, PER TON:				
Wages of Handlers	5.0	7.0	2.0	28.57
Fuel	0.3	0.5	0.2	40.00
Stores	0.1	0.1	.....	.....
Repairs	0.9	0.5	*0.4	*80.00
Total	6.3	8.1	1.8	22.22

*Increase.

The foregoing are the average costs for all coaling stations combined. At stations where the improved plants have been installed the cost of handling coal has been reduced from 10 cents to 3 cents per ton.

The improved weighing devices secured careful check on coal used by individual enginemen and engines, and thus contributed largely to the annual saving of from 12 to 17 per cent, as shown above.

The reduction of grades, the substitution of heavier rails and the general improvement of the roadbed and track, together with the substitution of heavier and improved power and larger cars for the light locomotives and small cars formerly in service, have made it possible to increase the average loads per train and per car and, consequently, to effect substantial savings in the cost of transportation.

The following tables indicate what has been accomplished in these respects:

Tons per train mile:

	Revenue Freight	Per Cent of Increase over 1909		Revenue Freight	Per Cent of Increase over 1909
In 1909	283.44	0.0	In 1912	399.64	41.0
In 1910	302.13	6.6	In 1913	449.89	58.7
In 1911	369.35	30.3	In 1914	474.75	67.5

Tons per loaded car mile:

	Revenue Freight	Per Cent of Increase over 1909		Revenue Freight	Per Cent of Increase over 1909
In 1909	16.07	0.0	In 1912	17.66	9.9
In 1910	16.59	3.2	In 1913	18.14	12.9
In 1911	17.17	6.8	In 1914	18.56	15.5

In both instances the improvement has been continuous in the handling of revenue freight.

Increases in volume of freight moved, versus decreases in freight-train mileage:

	Ton-Miles of Freight (Revenue Freight)	Per Cent of Increase over 1909		Freight-Train Miles	Per Cent of Decrease under 1909
In 1909	1,081,120,854	0.00	In 1909	3,814,296	0.00
In 1910	1,189,185,332	10.00	In 1910	3,935,939	‡ 3.19
In 1911	1,227,893,035	13.58	In 1911	3,324,432	12.84
In 1912	*1,225,238,896	13.33	In 1912	3,065,876	19.62
In 1913	1,337,724,849	23.73	In 1913	2,973,434	22.05
In 1914	1,364,026,080	26.17	In 1914	2,873,129	24.67

*The decrease in this year was due to the unusually severe winter of 1911-12. ‡Increase.

Increases in revenue, per freight-train mile:

	Revenue per Train-Mile	Per Cent of Increase over 1909		Revenue per Train-Mile	Per Cent of Increase over 1909
In 1909	$ 1.95	0.00	In 1912	$ 2.90	48.72
In 1910	2.17	11.28	In 1913	3.29	68.72
In 1911	2.65	35.90	In 1914	3.46	77.44

The average movement of freight cars per day during the last year was 24.8 miles, as against 21.4 miles in the year ended June 30, 1909, or an improvement of over 15%.

The "Transportation Expenses" incurred in connection with the freight traffic (including, in addition to those entirely chargeable to that traffic, and for comparisons only, a revenue-locomotive mileage proportion of the station expenses and other expenses chargeable to freight and passenger traffic in common) decreased in consequence of the heavier train and car ladings, as indicated in the following table:

	In Cost per 100 Ton-miles rev. frt.		In Cost per 100 Ton-miles rev. frt.
In the Year Ended June 30, 1910	0.0 %	In the Year Ended June 30, 1913	9.32 %
In the Year Ended June 30, 1911	8.52 %	In the Year Ended June 30, 1914	11.09 %
In the Year Ended June 30, 1912*	*2.10 %		

*In January and February of this year the volume of traffic was greatly reduced and the transportation expenses increased by unusually heavy snow storms and cold weather.

The savings indicated were accomplished notwithstanding increases of expenses necessitated by the increased wages of trainmen, enginemen and station men, and by increased cost of fuel in consequence of strikes and walkouts of coal miners from time to time during the five years.

Increases in passenger miles, versus decreases in passenger-train miles:

	Passengers carried 1 mile	Per Cent of Increase over 1909		Passenger train miles	Per Cent of Decrease under 1909
In 1909	138,134,435	0.00	In 1909	3,610,904	0.00
In 1910	138,735,465	.44	In 1910	3,163,889	12.38
In 1911	149,225,662	8.03	In 1911	3,106,052	13.98
In 1912*	*143,642,671	3.99	In 1912	3,088,396	14.47
In 1913	153,998,072	11.48	In 1913	3,104,876	14.01
In 1914	160,199,058	15.97	In 1914	3,228,344	10.59

*Decrease due to unusually severe weather in January and February 1912.

Increases in number of passengers per train mile, and in passenger revenue per train mile:

	Number of passengers per Train-Mile	Per Cent of Increase over 1909		Revenue per Train-Mile	Per Cent of Increase over 1909
In 1909	38	0.00	In 1909	$ .86	0.00
In 1910	44	15.79	In 1910	1.05	22.09
In 1911	48	26.32	In 1911	1.15	33.72
In 1912	47	23.68	In 1912	1.18	37.21
In 1913	50	31.58	In 1913	1.26	46.51
In 1914	50	31.58	In 1914	1.24	44.19

Among the means availed of to improve the income may be especially mentioned the discounting of bills for materials and supplies, and the collection of interest on cash in banks. From the former source the Company gained over $70,000., and from the latter nearly $415,000. from September 1, 1909 to June 30, 1914.

It will be of interest at this time to call attention to the fact that the present Chicago Great Western Railroad Company purchased, at judicial sale, the railroad and equipment of the Chicago Great Western Railway, the price paid being 452,456.13 shares of Common Stock and 410,214.02 shares of Preferred Stock for 445,254.20 shares of Common, 113,369.00 shares of Preferred A, and 230,519.42 shares of Preferred B, and 280,770.89 Debentures of the old Company.

The holders of the Preferred B and Common Stock, in order to hold an interest in the new company, were obliged to pay an assessment of $15.00 per share, for which they received an equal amount in Preferred Stock of the new company at par, and in the case of the Common Stock holders 40% of new Common Stock, and in case of Preferred B Stock holders 60% of new Common Stock.

It will be seen from this that the owners of the original property received no cash or bonds or securities bearing any fixed obligation. Furthermore, that they have received no return upon the securities issued to them for their property, down to the present time.

The Great Western Company has issued but $25,687,500. bonds, all-told, covering the amounts necessary to pay the obligations of the Receivers and debts of the old company, the improvements and additions to the present property and the exchange for bonds of the W. M. & P. R. R. Co. This amount is only about $25,000 per mile.

It will be noted that with all the efforts that have been put forth by the Management in the direction of economy and the increase of business, all of which is fully set forth in this report, the revenues in the five year period have not at any time been sufficient to warrant the payment of a dividend on the Preferred Stock; in other words, only a sufficient margin for safety has been earned over and above the interest on the very moderate amount of bonded debt of the line.

The reason for this condition of affairs is found in the action of legislative bodies, State and National, in increasing expenses, and of State and Interstate Commissions in reducing revenues; in the action of the taxing bodies in imposing abnormally increased taxes on the Company; in the action of municipalities in requiring grade separations, crossing gates, new stations, and many other additions to the expense of operation, and to increased wages, which, unfortunately, are not under the same governmental control and regulation as the revenues are.

It is to be regretted that the commissions have not seen fit up to this time to allow the carriers in this territory increased compensation to meet the greater cost of operation above set forth.

This explanation of the situation seems to be due to those who had every reason to hope at the time of organization of the new company that they would receive some early return upon the securities they accepted in payment for their property.

To have warranted a payment of 4% on the Preferred Stock during the five-years period, the operating ratio on the gross earnings as reported should have been 68.52% instead of 75.55% as it actually was. It was not unreasonable to have expected an operating ratio of 65% under the conditions existing at the time of the organization of the new Company.

In round figures the sum of the savings resulting from the improvements of the road and equipment and from the increased transportation efficiency and otherwise as set forth in the foregoing data, is approximately $850,000 per annum, or about 2% on the amount of Preferred Stock at this time outstanding.

The taxes of the Company have been increased from $350,645. in 1909, to $499,082. in 1914, or about 42%. Since the general increase in wages of employes in 1910, the average increase in expenses for services and wages has been $408,000. per annum. The increase in the cost of locomotive fuel on account of increases in the price per ton since 1909 has been equal to $177,000. per annum. These with other increased expenses and reductions of revenues imposed upon the Company as previously stated have made such inroads on the income that the savings from improvements and better efficiency have been largely neutralized.

In addition to the previously mentioned extra expenditures imposed upon the Company by public authorities it may be specially mentioned here that, in compliance with various safety-appliance laws enacted in 1911, the Company has expended to June 30, 1914, $99,425. for the required appliances on freight cars; and that full compliance with those laws will require the additional estimated expenditure of $117,000. between this time and July 1, 1916.

ADDITIONS AND IMPROVEMENTS SEPTEMBER 1, 1909 TO JUNE 30, 1914.

ROAD AND STRUCTURES:

TERMINALS:

Enginehouse at 48th Avenue, Chicago, has been enlarged and the turntable has been lengthened and strengthened to accommodate the larger locomotives.

New rails have been laid in the Chicago Transfer Yard, which also has been put in first-class condition otherwise.

At East Stockton, a point about midway between Chicago and Oelwein, a new division terminal was established and put in operation in January, 1911.

This terminal comprises a system of yard, repair and engine terminal tracks, a 17-stall enginehouse, a 90-foot steel turntable in concrete pit, operated electrically, a 200-ton link-belt coaling station operated electrically and equipped with scales for weighing coal into locomotive tenders, a sand house, a 100,000-gallon steel water tank, a modern concrete cinder pit, a water supply of two deep wells and water-treating plant, and a commodious rest house for trainmen, with dining and sleeping rooms, together with suitable offices for train dispatchers and yard master. The enginehouse is equipped with an electric power plant and a modern washout and heating system.

At Fair Grounds the old buildings were torn down, a new two-stall brick engine house and a ninety-foot turntable were constructed.

The general shops located at Oelwein, received special attention in the way of providing improved facilities for economical operations, the following being the most important improvements:

A machine erecting shop 78 by 100 feet, brick construction on concrete foundation, equipped with a 150-ton gantry crane for dismantling locomotives.

A machine erecting shop tool room 35 by 78 feet, brick walls on concrete foundation. All tools are in this room, thus leaving more space in the machine shop proper.

An oil house extension 32 by 50 feet having two floors. The oil storage supply being on the upper floor and waste and other material on the lower floor.

A power house extension 50 by 110 feet with brick walls on concrete foundation. The boiler plant is equipped with automatic stokers, coal and ash handling machinery and has a concrete stack 150 feet in height.

A fuel oil house 24 by 39 feet, concrete construction, furnished with steel tanks for storing fuel oil.

Blacksmith shop 91 by 187 feet, brick construction, concrete foundation.

The transfer table serving the main machine shop was rebuilt.

In improving the round house and its facilities a washout and heating system, machine shop and boiler house 128 by 42 feet was constructed. This is of brick with concrete foundation. The boiler plant is equipped with automatic stokers. A concrete stack 150 feet in height was also erected.

A new steel coaling station with automatic scales for weighing coal having four bins of 75 tons capacity each.

A brick building 40 by 43 feet was added to the wheel shop.

A large amount of new and heavier machinery has been installed resulting in a saving of $207,000. during the past five years and a saving per annum now of, approximately, $129,000.

The building occupied by the General Storekeeper was remodeled and new quarters were provided therein for the Superintendent of Motive Power, the Master Mechanic, the General Storekeeper and their office forces.

The freight house terminals at St. Paul and Minneapolis as also the terminal yards and facilities at Boom Island, Minn., were purchased from the Wisconsin Central Railway Co. This property covers 29.19 acres of ground and includes 10.16 miles of tracks and furnishes freight house facilities at both St. Paul and Minneapolis, equal to those of any other railroad company in the Twin Cities.

A new freight terminal has been completed at Mason City. The improvements consist of a new concrete freight house 43 by 200 feet with concrete platform, four team tracks having a total capacity of 62 cars, two house tracks with a total capacity of 12 cars and a 15-ton hoisting crane.

At Conception, a new division terminal was established in May, 1911. This is located about half way between Des Moines and Kansas City. The improvements consist of one 6-stall roundhouse, yard, car repair and engine terminal tracks, an open cinder pit with depressed track, water station, coaling facilities and a yard office.

The entire capital stock of the Leavenworth Terminal Railway and Bridge Co., was purchased in August, 1910. This company owns the only railroad bridge crossing the Missouri River at Leavenworth. It also owns tracks and other facilities on both the Missouri and Kansas sides of the river. By the acquirement of this property and the adoption of a new contract with the Missouri Pacific Railway Company, the distance between St. Joseph and Kansas City was shortened by upwards of seven miles.

A reinforced concrete addition to the elevator at Kansas City, consisting of 12 concrete tanks each 27 feet 8 inches in diameter and 85 feet high has been completed. This addition provides increased storage of 513,304 bushels and makes the total capacity of the elevator approximately one million bushels.

REVISION OF GRADES:

Between Stockton and Chicago the grades were reduced from a maximum of about 60 feet per mile to a maximum of about 36 feet per mile at the following points:

Location	Distance in feet of change
Elmhurst	15,900
East of Lombard	1,800
East of Lombard	1,700
Lily Lake	16,200
Lily Lake to Virgil	2,000
East of Myrtle	6,400
Kent to Stockton	25,700
Total	69,700 equal to 13.20 miles.

The grades between Chicago and Elmhurst have been reduced to a maximum of five-tenths of one per cent.

Between Oelwein and Waterloo—26 miles, the grade was reduced from one per cent. to seven-tenths of one per cent. for a distance of 4,600 feet, making it possible to increase the train loading between these points by 25 per cent.

RAIL:

Various weights of main track rail on the System, September 1, 1914, as compared with September 1, 1909:

Year	85-lb. Miles	75-lb. Miles	60-lb. Miles	56-lb. Miles	50-lb. Miles
Sept. 1, 1914	624.77	578.85	211.00	33.06	22.36
Sept. 1, 1909	193.63	876.95	251.12	100.83	22.87

Twenty-nine per cent of the main track mileage of the System is laid with 85-lb. steel.

BALLAST, BANK WIDENING, ETC.:

There has been placed in track 29.62 miles of rock ballast, 686.69 miles of gravel, and 53.77 miles of other material, a total of 770.08 miles. Considerable bank widening, strengthening of banks in weak places, widening and ditching of cuts and placing tile in wet cuts to improve the drainage has been done.

TIES:

There have been placed in track 2,633,327 ties, of which 213,360 were placed in new track and the balance in replacement work; 42.18% of all ties on the System having been renewed.

ADDITIONAL SECOND MAIN TRACKS:

The following additional second main tracks have been completed and placed in operation: Stanley to Aurora, a distance of 4.45 miles, which makes a continuous double track of 10.67 miles between Oelwein and Aurora; Stockton to Kent, a distance of 5.52 miles; and Elmhurst to Forest Park, a distance of 6.72 miles; the latter giving a continuous double track from Chicago to Elmhurst, a distance of 17.11 miles. The extension of .26 miles of second main track at So. St. Paul makes a total addition of 16.95 miles of second main track.

ADDITIONAL SIDE TRACKS:

47.96 miles of new industrial, yard, spur and side tracks have been constructed. The policy of relaying side tracks with second hand 75-lb. rail to replace lighter weight rail was carried out on all divisions where locomotives of increased capacity are in operation.

NEW LINES:

A new branch line was constructed from Bellechester Junction to Bellechester, in Minnesota, a distance of 6.43 miles. This line was laid with 60-lb. rail.

BRIDGES:

The bridge over the Mississippi River at St. Paul, which was constructed in 1885, was replaced by a new single track bridge consisting of steel superstructure on concrete foundation. It has a total length of 1,129 feet including the pile trestle approaches at the ends which are 384 feet in length. It is the intention to ultimately fill these approaches. The new bridge has one 192-foot vertical lift span which has a vertical clearance of 55 feet above high water. The lift span is operated by electric motors with great economy and dispatch. The remainder consists of seven 79 feet deck plate girder spans. The superstructure is designed according to the most modern standard specifications for steel bridges and will carry the heaviest types of locomotives. A new steel viaduct was constructed jointly with the Chicago, Burlington & Quincy and the Union Pacific in Omaha. A new steel foot bridge was erected over the terminal tracks at Oelwein for use of shop employes. The river piers of the Fox River bridge at St. Charles, Ill., and of the Rock River bridge at Byron, have been jacketed with concrete, making practically new piers. The following bridges and culverts have been built:

Steel	2,580 lineal feet.
Ballast floor trestles, creosoted	15,359 lineal feet.
Open deck trestles	11,532 lineal feet.
Concrete	1,746 lineal feet.
Pipe culverts	6,113 lineal feet.
Wood box culverts	318 lineal feet.

and the following replaced:

Steel	972 lineal feet.
Open deck trestles	34,416 lineal feet.
Pipe culverts	178 lineal feet.
Wood box culverts	1,052 lineal feet.

TUNNELS:

A forced draft ventilating system has been installed at the west end of the Winston Tunnel. This plant consists of a Diesel oil engine of 180 horse power capacity driving a Sturtevant fan which delivers 280,000 cubic feet of fresh air per minute into the tunnel. Fresh air is driven into the tunnel at such a rate that the smoke and gases are forced ahead of the train while passing through the tunnel. Before this installation enginemen were frequently overcome by gases arising from inadequate ventilation.

COALING STATIONS:

Modern coaling stations equipped with scales to accurately weigh coal into locomotive tenders have been installed at the following points:

Sycamore	100-ton steel coaling station.
East Stockton	200-ton concrete coaling station.
Graf	150-ton steel coaling station.
Oelwein	300-ton steel coaling station.
McIntire	100-ton frame mechanical coaling station.
Kenyon	100-ton concrete coaling station.
West St. Paul	100-ton frame mechanical coaling plant.
Red Wing	50-ton frame mechanical coaling plant.
Marshalltown	100-ton frame mechanical coaling plant.
South Des Moines	150-ton frame mechanical coaling plant.
Talmage	100-ton frame mechanical coaling plant.
Conception	75-ton frame mechanical coaling plant.

The coaling stations at Chicago, 48th Avenue, Kansas City and Clarion have been remodeled.

WATER STATIONS:

ST. CHARLES.—The water supply is now being taken from the Fox River.

SYCAMORE.—New pumping plant installed.

SOUTH FREEPORT.—A new 100,000-gallons capacity steel tank on a 30-foot steel substructure. New stand pipe and pipe lines have also been provided connecting with the steel tank and greatly reducing the time required by locomotives in taking water.

EAST STOCKTON.—A new water station equipped with a modern treating plant. The water station consists of two deep wells. The water supply is raised by compressed air. The treating plant consists of a two-story brick structure and contains two 100,000-gallons capacity treating tanks and one 100,000-gallons capacity steel service tank.

NORTH HANOVER.—A new pumping station located on Apple River and a 120,000-gallons steel stand pipe with two 12-inch water columns to supply water to locomotives. The erection of this plant enabled the company to abandon three water stations.

GRAF.—A new 100,000-gallons capacity steel tank on a 30-foot steel substructure, new stand pipe and pipe lines and new pumping engine. A larger dam was also built.

DYERSVILLE.—A 100,000-gallons capacity steel tank on a 30-foot steel substructure; new stand pipe and pipe line connecting therewith, also new pumping engine installed. This improvement enabled the company to dispense with night pumpers.

OELWEIN.—A new 100,000-gallons steel tank on a 75-foot steel tower adjacent to the machine shop to provide additional storage and for increased fire protection. The water is supplied from Otter Creek pumping station where pumping is done by electricity.

REINBECK.—A new wooden tank on a 30-foot wooden tower of 50,000 gallons capacity.

PERU.—A new 65,000-gallons capacity steel tank and two new 12-inch stand pipes.

TALMAGE.—A new 80,000-gallons capacity steel tank with a modern pumping plant. Two 12-inch stand pipes have been erected at the coaling station and so placed that coal and water can be taken at one time.

GUILFORD.—A new wooden tank of 50,000 gallons capacity on a 30-foot frame tower.

STILLINGS.—A new water station consisting of a pumping plant and wooden tank of 50,000 gallons capacity just east of Stillings, which obviates the necessity of taking water from the city supply at Leavenworth.

MCINTIRE.—A new 65,000-gallons capacity steel tank, modern pumping plant and one new 12-inch stand pipe.

CLARION.—The water supply at the enginehouse has been increased by sinking a new well and constructing a new pumping station.

Oil engines using fuel oil, or distillate, which is much cheaper than gasoline or steam, have been installed at a number of water stations, replacing steam plants and greatly reducing the cost of pumping water.

BUILDINGS:

FOREST PARK.—A frame station building 20 x 44 feet.

NORTH HANOVER.—A frame building 16 x 43 feet with concrete foundation.

DUBUQUE.—A second story addition of brick construction has been added to the east end of the freight house.

OELWEIN.—A new passenger station 50 x 129 feet of pressed brick on concrete foundation with French tile roof, heated by steam and lighted by electricity from the main shop power plant.

GREEN MOUNTAIN.—New frame station 16 x 44 feet.

BERWICK.—New frame station 16 x 34 feet.

AFTON JUNCTION.—Frame station building 18 x 38 feet on concrete foundation to accommodate the passengers who transfer at this point from the Chicago, Burlington & Quincy trains.

ST. JOSEPH.—An enginehouse 20 x 151 feet in size with a capacity of two locomotives.

WEST PLATTE.—A new frame station building 12 x 30 feet.

ELKTON.—A frame building 16 x 40 feet with slate roof and concrete foundation replacing the former structure which was destroyed by fire.

WEST CONCORD.—A frame station building 22 x 60 feet, slate roof, concrete foundation. This replaces the former structure destroyed by fire.

SOUTH ST. PAUL.—A new station building 16 x 53 feet, brick and cement construction, slate roof.

ST. PAUL.—The freight house located on the west side of the city was completely remodeled and equipped with a modern fire sprinkling system.

EAST MINNEAPOLIS.—An enginehouse 34 x 100 feet in size with a frame structure sided with corrugated iron siding for use of yard engines.

SOMERS.—A frame station building 22 x 78 feet on concrete foundation and with slate roof to replace the old one destroyed by fire.

CARROLL.—An enginehouse 36 x 80 feet in size consisting of a frame structure sided with corrugated iron siding for use of local engines.

McCLELLAND.—The old station building destroyed by fire replaced by a frame one 22 x 55 feet in size.

The following ice houses have been constructed:

East Stockton, 1	capacity 2,000 tons.
South Des Moines, 1	capacity 2,000 tons.
St. Joseph, 2	capacity 1,500 tons each.
Kansas City, 2	capacity 1,500 tons each.
Rochester, 1	capacity 500 tons.
Mankato, 1	capacity 500 tons.
Clarion, 1	capacity 500 tons.
Council Bluffs, 1	capacity 500 tons.

SCALES:

New track scales have been installed at the following points:

Chicago Transfer	100-ton scale.
Des Moines	100-ton scale.
Austin	150-ton scale.
Mason City	150-ton scale.
Fair Grounds	100-ton scale.

AUTOMATIC BLOCK SIGNALS:

New electric automatic block signals have been installed between Chicago and Oelwein, a distance of 240 miles. The system installed is all electric direct current control, normally clear, with indications in the upper right hand quadrant. This is the latest and most improved type of automatic electric block signal and gives protection to trains on both single and double track. There has also been installed the same system between St. Paul and Dodge Center, a distance of 68.48 miles, and between McIntire and Alta Vista, a distance of 20 miles. The installation has increased the efficiency and safety of train operation resulting in economy by the reduction of a number of telegraph or train order stations. The saving thus effected is estimated to be sufficient to cover the cost of operation and maintenance of the signal system. The lines between Chicago and Oelwein, Des Moines and Oelwein, and St. Paul and Oelwein have been equipped with telephones for use in dispatching trains. By the use of these instruments a decided economy and a much higher degree of efficiency in train movements is obtained. The telegraphone, which is a specially designed telephone by which telephone communication may be established on a telegraph circuit without interference with the regular telegraph service, has been installed at a number of points where the traffic did not justify the employment of telegraph operators. These instruments afford a superior means of communication, relieve overburdened telegraph wires at small expense and offer an entirely satisfactory substitute for telegraph service. They are also carried on freight and passenger trains and their use on these trains enable the trainmen to communicate with the dispatchers at any point on the line.

SECTION MOTOR CARS:

A saving has been effected by the introduction of gasoline section motor cars, resulting in the lengthening of the sections, reduction of the number of foremen and men and saving in time. 159 cars costing $31,800. were purchased and the estimated saving is $39,000. per annum, after allowing for depreciation and cost of operation.

INTERLOCKING PLANTS:

Interlocking plants have been constructed at the following points:

OELWEIN.—An interlocking plant consisting of 16 levers with power operated signals at the Chicago, Rock Island & Pacific Ry. crossing.

DES MOINES.—An all electrical interlocking plant consisting of 36 levers at the crossing of the Chicago, Rock Island & Pacific Ry., Ft. Dodge, Des Moines & Southern R. R. and Chicago Great Western R. R. at East 20th St.

EMPIRE.—The interlocking plant at the crossing of the Chicago, Milwaukee & St. Paul Ry. and the Chicago Great Western R. R., has been rearranged and made a standard plant.

ST. PAUL.—Interlocking plant which governs the movements over the new Mississippi River bridge and the interlocking plant at the west end of the double track in West St. Paul has been revised to conform to the changes made necessary by the construction of the bridge.

SOMERS.—Electric interlocking plant at the crossing with the Chicago, Rock Island & Pacific Ry. has been rebuilt.

CROSSING BELLS AND GATES:

48 crossing bells and 20 sets of crossing gates have been installed at public street and highway crossings in accordance with orders of duly constituted authorities.

FENCES:

Extensive repairs have been made to fences along our right of way.

EQUIPMENT:

The purchase of 85 heavy, modern locomotives, in substitution for 91 of the old, light locomotives increased the total tractive power by 2,745,906 pounds, or 38.52%. Modern passenger train equipment, as follows, was purchased:

6 steel baggage cars
21 steel passenger cars
2 steel observation cafe and club cars.
1 steel business car
1 steel dining car
1 wooden baggage car

to replace 30 of the light, old type wooden cars since sold, converted or dismantled. 3,790 large capacity modern freight cars were substituted for 3,640 of the light and dilapidated cars since sold, converted or dismantled. By these substitutions and additions the aggregate capacity of the freight car equipment has been increased from 300,540 to 372,460 tons, or about 24%; and the average capacity per car has been increased from 28 to 34 tons, or about 22%. Three passenger motor cars built of steel have been placed in service where steam trains were operated at a loss. These cars are 70 feet in length and self propelling. They have engines of 200 horse power and accommodate 60 passengers. The cars also have facilities for baggage, mail and express. They enable the company to furnish accommodations to the traveling public at points where otherwise it would be impossible owing to the expense of operating ordinary trains. A total of 70 locomotives are now equipped with superheaters, 41 being of the front end or low degree superheat and the remainder are of the fire tube or high degree superheat. The fuel saving in the front end type of superheaters has averaged 12% and the saving in the fire tube type of superheaters has averaged 25%. The total saving by their use for the period has been $94,150.

IMPROVEMENTS IN PROGRESS:

A new passenger station 34x105 feet of brick, tile and concrete is now under construction at Mason City, replacing the small frame station building erected in 1886. A concrete and frame passenger station 41 feet 4 inches by 41 feet 4 inches of stucco finish for joint use of the Chicago Great Western and the Wabash Railroads is being built at Conception. A passenger station 24x65 feet in size of concrete and frame construction is being erected at Randolph. A frame passenger station 16x34 feet is under construction at Dewar to replace the old building destroyed by fire. New 100-ton steel and concrete mechanical coaling stations equipped with scales are being erected at St. Joseph and Carroll. New pumping plants are now being built at Peru, Blockton and Parnell. A new 200-ton track scale is under construction at Oelwein.

GENERAL REMARKS:

The year has been a trying one for this railroad in common with all others. With the general and protracted business depression throughout the country, from causes which are generally recognized and understood, and with the unfavorable attitude of federal and state commissions towards increases of rates, normal improvement of gross revenue has been impossible. On the other hand, while transportation expenses were reduced below those of the preceding year, the necessity of bringing up the condition of the track and equipment in anticipation of a probable increase of traffic with the resumption and improvement of general business in consequence of the large crops, required extra expenditures on those accounts. The combination of these circumstances has brought the close of the year with a net revenue substantially below that of the preceding year, and much below what had been hoped for and what could have been expected under normal conditions.

In the face of these circumstances the taxing bodies have increased the company's taxes nearly $60,000., or more than 13% for the year.

A temporary contract in force from September 1, 1913, to June 30, 1914, permitting the trains of the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. (an electric line otherwise known as the "Dan Patch Line"), to use the tracks of this company between Northfield and Faribault, Minn., yielded $15,794.81.

From July 1, 1914, the part of this company's line between Randolph and Mankato, Minn., 68.96 miles in extent, with the buildings and structures thereon (but exclusive of equipment) has been leased to the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co., for a term of fifty years, at fixed rentals for the first ten years, to be increased thereafter in proportion to the gross earnings. The lessee is to maintain the line at its own expense and to pay all taxes and assessments accruing against the same during the term of the lease.

The taking up of the outstanding bonds of the Wisconsin, Minnesota & Pacific R. R. Co., in exchange for the bonds and Preferred Stock of this company has effected a reduction of $116,220. in the charges for interest on funded debt for the year.

The surplus for the year was $895,930., or a little more than 2% on the amount of Preferred Stock outstanding at the close of the year. This carried to the Profit and Loss account, with the adjustments of sundry accounts, brought the amount of the surplus at June 30, 1914, up to $3,582,175., or about 8.1% of the amount of the Preferred Stock.

The average annual net income for the past five years has been $2,275,107., which, capitalized at 6% equals $26,862.61 per mile as the value of the road and its equipment. It seems hardly necessary in view of these figures to go to the expense of ascertaining the physical value of a property whose commercial value is so clearly below what it would cost to reproduce it. What is needed most is an increase in rates both passenger and freight until the return is sufficient to meet interest on the approximate cost of reproduction.

By reference to the Consolidated Balance Sheet Statement (page 30) it will be noted that the Voting Trustees turn over the property to the stockholders free from floating debt, equipment-trust and other short-term notes or obligations; and that there is no fixed obligation payable within the next thirty-five years.

It is with deep regret that your directors announce the death of Mr. Frederick Weyerhaeuser at his home in Oak Knoll, Calif., on April 4, 1914. Mr. Weyerhaeuser had been a member of the Board of Directors since the organization of the company, and he at all times evinced his sincere interest in the affairs of the company. By his death the company and your directors have lost a wise counsellor and valued friend; and in respect to his memory your directors adopted an appropriate resolution of which a copy was sent to his family.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

By Order of the Board of Directors,

SAMUEL M. FELTON,
President.

APPENDIX

MR. S. M. FELTON, *President*,
Chicago Great Western Railroad Company,
Chicago, Illinois.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and Proprietary Companies for the year ended June 30, 1914, and we hereby certify that the accompanying Balance Sheet, Income and Profit and Loss Accounts are in accordance therewith, and are properly drawn up to exhibit correctly the condition of the Company's affairs as at June 30, 1914.

The amounts charged to Property Investment since September 1, 1909, which include rehabilitation expenditures under the reorganization plan, are, in our opinion, proper additions to property.

We have been shown certificates from the Trustees as to the securities pledged, and those unpledged have been produced for our inspection or otherwise verified. We have verified the cash in hands of the Treasurer.

COMMONWEALTH AUDIT CO.,
R. W. MARTIN,
Certified Public Accountant,
Secretary.

CHICAGO, September 14, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

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CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 1 — STATEMENT OF MILEAGE, JUNE 30, 1914

		Main Track Miles	Second Track Miles	Yard Tracks and Sidings Miles	Total Miles
Chicago Great Western Railroad.					
MILEAGE OWNED:					
Forest Park, Ill.	To Galena Junction, Ill.	147.24			
Dubuque, Iowa	To St. Paul, Minn.	252.90			
Sycamore, Ill. (Branch)	To De Kalb, Ill.	5.81			
Eden, Minn. (Branch)	To Mantorville, Minn.	6.95			
Sumner, Iowa (Branch)	To Waverly, Iowa	21.94			
Cedar Falls Junction, Iowa (Branch)	To Cedar Falls, Iowa	7.48			
Oelwein, Iowa	To Des Moines, Iowa	130.51			
Freight Line through Des Moines, Iowa		2.48			
Passenger Line through Des Moines, Iowa		.33			
South Des Moines, Iowa	To St. Joseph, Mo.	156.42			
Bee Creek, Mo.	To Beverly, Mo.	22.85			
In Leavenworth, Kan.		.10			
In Kansas City, Kan.		.47			
In Kansas City, Mo.		.53			
Total		756.01	57.43	369.44	1,182.88
TRACKAGE RIGHTS:					
B. & O. C. T. R. R., Chicago, Ill.	To Forest Park, Ill.	10.33			
C. B. & Q. R. R., Galena Jct., Ill.	To Portage Curve, Ill.	.88			
Ill. Cent. R. R., Portage Curve, Ill.	To East Dubuque, Ill.	12.85			
Dunleith & Dubuque Bridge Co., East Dubuque, Ill.	To Dubuque, Iowa	.59			
St. Paul Union Depot Co., in St. Paul, Minn.		.69			
Great Northern Ry., St. Paul, Minn.	To Minneapolis, Minn.	9.92			
Des Moines Union Ry., in Des Moines, Iowa		2.23			
C. B. & Q. R. R., in Des Moines, Iowa		.52			
C. B. & Q. R. R., in St. Joseph, Mo.		.81			
St. Joseph Terminal R. R., in St. Joseph, Mo.		.40			
A. T. & S. F. Ry., St. Joseph, Mo.	To Bee Creek, Mo.	7.66			
C. R. I. & P. Ry., Beverly, Mo.	To Stillings, Mo.	3.73			
‡L. T. Ry. & B. Co., Stillings, Mo.	To Leavenworth, Kan.	1.00			
L. D. & R. R. Co., in Leavenworth, Kan.		.20			
Union Pac. R. R., in Leavenworth, Kan.		.39			
Mo. Pac. Ry., Leavenworth, Kan.	To Kansas City, Kan.	23.08			
K. C. S. Ry., in Kansas City, Mo.		1.25			
Total		76.53	36.90	35.79	149.22
Total Mileage, Owned Lines and Trackage Rights		832.54	94.33	405.23	1,332.10
***Mason City & Fort Dodge Railroad.**					
MILEAGE OWNED:					
Hayfield, Minn.	To Clarion, Iowa	99.71			
Clarion, Iowa	To Fort Dodge, Iowa	28.05			
Fort Dodge, Iowa	To Council Bluffs, Iowa	132.90			
Spur to Fort Dodge Depot		.79			
Fort Dodge, Iowa (Branch)	To Lehigh, Iowa	15.69			
Gypsum, Iowa (Branch)	To Coalville, Iowa	2.90			
Oelwein, Iowa	To Clarion, Iowa	98.09			
Total		378.13	1.04	105.51	484.68
TRACKAGE RIGHTS: (Union Pacific Railroad):					
Council Bluffs, Iowa	To Omaha, Neb.	3.11			
Omaha, Neb.	To South Omaha, Neb.	5.01			
Total		8.12	10.00		18.12
Total Mileage, Owned Lines and Trackage Rights		386.25	11.04	105.51	502.80
***Wisconsin, Minnesota & Pacific Railroad.**					
MILEAGE OWNED:					
Mankato, Minn.	To Red Wing, Minn.	95.70			
Red Wing, Minn.	To Osage, Iowa	118.20			
Simpson, Minn. (Branch)	To Winona, Minn.	54.20			
Clay Bank Junction, Minn. (Branch)	To Clay Pits, Minn.	2.00			
Red Wing, Minn. (Branch)	To Sewer Pipe Works, Minn.	.90			
Bellechester Jct., Minn. (Branch)	To Bellechester, Minn.	6.43			
Total		277.43		38.58	316.01
Grand Total, Mileage Owned		1,411.57	58.47	513.53	1,983.57
Grand Total, Trackage Rights		84.65	46.90	35.79	167.34
Grand Total, Owned Lines and Trackage Rights		1,496.22	105.37	549.32	2,150.91

‡Total capital stock owned by Chicago Great Western R. R. Co.
*Leased to, and total capital stock owned by, Chicago Great Western R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 2

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Avearge Miles of Road Operated	1,496.22	1,496.22				
Operating Revenue:						
REVENUE FROM TRANSPORTATION:						
Freight Revenue	$ 9,943,575.18	$ 9,795,074.38	$ 148,500.80	1.52		
Passenger Revenue	3,205,991.63	3,144,283.86	61,707.77	1.96		
Excess Baggage Revenue	33,386.59	34,971.35			$ 1,584.76	4.53
Parlor and Chair Car Revenue	19,187.42	17,939.23	1,248.19	6.96		
Mail Revenue	217,368.66	204,516.00	12,852.66	6.28		
Express Revenue	364,564.88	349,759.64	14,805.24	4.23		
Milk Revenue (on Passenger Trains)	163,721.07	142,367.37	21,353.70	15.00		
Other Passenger Train Revenue	5,621.21	8,020.97			2,399.76	29.92
Switching Revenue	188,711.21	188,826.98			115.77	.06
Special Service Train Revenue	4,273.00	8,588.40			4,315.40	50.25
Miscellaneous Transportation Revenue	12,733.00	7,066.80	5,666.20	80.18		
Total Transportation Revenue	$ 14,159,133.85	$ 13,901,414.98	$ 257,718.87	1.85		
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION:						
Station and Train Privileges	$ 2,672.36	$ 4,019.45			$ 1,347.09	33.51
Parcel Room Receipts	2,241.35	1,773.55	$ 467.80	26.38		
Storage—Freight	13,807.37	9,069.06	4,738.31	52.25		
Storage—Baggage	1,692.60	1,644.49	48.11	2.93		
Car Service	42,937.20	43,117.69			180.49	.42
Telegraph and Telephone Service	739.67	749.86			10.19	1.36
Rents of Buildings and Other Property	7,430.62	7,228.72	201.90	2.79		
Miscellaneous	15,605.70	18,892.32			3,286.62	17.40
Joint Facilities—Revenue—Dr						
Joint Facilities—Revenue—Cr	14,260.97	12,708.30	1,552.67	12.22		
Total	$ 101,387.84	$ 99,203.44	$ 2,184.40	2.20		
Total Operating Revenue	$ 14,260,521.69	$ 14,000,618.42	$ 259,903.27	1.86		
Operating Expenses:						
Maintenance of Way and Structures	$ 2,024,457.71	$ 1,688,800.23	$ 335,657.48	19.88		
Maintenance of Equipment	2,367,235.12	2,067,288.12	299,947.00	14.51		
Traffic Expenses	577,744.43	565,648.87	12,095.56	2.14		
Transportation Expenses	5,428,496.63	5,524,433.62			$ 95,936.99	1.74
General Expenses	433,234.00	413,971.24	19,262.76	4.65		
Total	$ 10,831,167.89	$ 10,260,142.08	$ 571,025.81	5.57		
Net Revenue from Operation	$ 3,429,353.80	$ 3,740,476.34			$ 311,122.54	8.32
Outside Operations:						
Revenues	$ 89,216.90	$ 99,360.29			$ 10,143.39	10.21
Expenses	92,466.01	97,067.15			4,601.14	4.74
Net Revenue from Outside Operations	$ †3,249.11	$ 2,293.14			$ 5,542.25	
Total Net Revenue	$ 3,426,104.69	$ 3,742,769.48			$ 316,664.79	8.46
Taxes	499,081.74	439,418.99	$ 59,662.75	13.58		
Operating Income	$ 2,927,022.95	$ 3,303,350.49			$ 376,327.54	11.39
PER CENT OF OPERATING EXPENSES AND TAXES TO TOTAL OPERATING REVENUE:						
Maintenance of Way and Structures	14.20	12.06	2.14	17.74		
Maintenance of Equipment	16.60	14.76	1.84	12.47		
Traffic Expenses	4.05	4.04	.01	.25		
Transportation Expenses	38.06	39.46			1.40	3.55
General Expenses	3.04	2.96	.08	2.70		
Total Operating Expenses	75.95	73.28	2.67	3.64		
Taxes	3.50	3.14	.36	11.46		
Total Operating Expenses and Taxes	79.45	76.42	3.03	3.96		

†Deficit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 3

COMPARATIVE STATEMENT OF INCOME, CHARGES AND SURPLUS FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Operating Income:						
RAIL OPERATIONS:						
Operating Revenues	$ 14,260,521.69	$ 14,000,618.42	$ 259,903.27	1.86		
Operating Expenses	10,831,167.89	10,260,142.08	571,025.81	5.57		
Net Operating Revenue	$ 3,429,353.80	$ 3,740,476.34			$ 311,122.54	8.32
OUTSIDE OPERATIONS:						
Revenues	$ 89,216.90	$ 99,360.29			$ 10,143.39	10.21
Expenses	92,466.01	97,067.15			4,601.14	4.74
Net Revenue from Outside Operations	$ †3,249.11	$ 2,293.14			$ 5,542.25	
Total Net Revenue	$ 3,426,104.69	$ 3,742,769.48			$ 316,664.79	8.46
Taxes	499,081.74	439,418.99	$ 59,662.75	13.58		
Operating Income	$ 2,927,022.95	$ 3,303,350.49			$ 376,327.54	11.39
Other Income:						
Property Rentals Received	$ 81,762.62	$ 47,859.17	$ 33,903.45	70.84		
Dividends on Stocks Owned	10,484.00	10,484.00				
Interest on Securities, Loans and Accounts	52,000.50	58,303.45			$ 6,302.95	10.81
Interest Accrued on Funded Debt Owned	1,450.16	1,559.85			109.69	7.03
Miscellaneous Income	442.60	268.47	174.13	64.86		
Total Other Income	$ 146,139.88	$ 118,474.94	$ 27,664.94	23.35		
Total Income	$ 3,073,162.83	$ 3,421,825.43			$ 348,662.60	10.19
Fixed and Other Charges:						
INTEREST:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 1,033,720.00	$ 917,500.00	$ 116,220.00	12.67		
Interest on Funded Debt, Mason City & Fort Dodge Railroad Company	480,000.00	480,000.00				
Interest on Funded Debt, Wisconsin, Minnesota & Pacific Railroad Company		232,440.00			$ 232,440.00	
Total Interest on Funded Debt	$ 1,513,720.00	$ 1,629,940.00			$ 116,220.00	7.13
Other Interest	1,250.52	1,683.35			432.83	25.71
Total Interest	$ 1,514,970.52	$ 1,631,623.35			$ 116,652.83	7.15
PROPERTY RENTALS PAID	592,849.54	587,774.53	$ 5,075.01	.86		
HIRE OF EQUIPMENT (BALANCE)	50,399.60	*56,904.52	107,304.12			
MISCELLANEOUS CHARGES	19,012.74	14,292.62	4,720.12	33.02		
Total Charges	$ 2,177,232.40	$ 2,176,785.98	$ 446.42	.02		
SURPLUS CARRIED TO PROFIT AND LOSS	$ 895,930.43	$ 1,245,039.45			$ 349,109.02	28.04

†Deficit. *Credit.

PROFIT AND LOSS

Credit balance, June 30, 1913		$2,653,963.19
Surplus for year ended June 30, 1914	$895,930.43	
Sundry adjustments not affecting current year's income	32,281.82	928,212.25
Credit balance, June 30, 1914		$3,582,175.44

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1914

EXHIBIT 4

ASSETS		
PROPERTY INVESTMENT:		
Road and Equipment:		
Investment on September 1, 1909—Road	$106,231,941.51	
Investment on September 1, 1909—Equipment	6,335,997.63	
Investment since September 1, 1909—Road	8,979,423.86	
Investment since September 1, 1909—Equipment	5,745,451.58	
	$127,292,814.58	
Less Reserve for Accrued Depreciation	599,927.86	$126,692,886.72
SECURITIES:		
Securities of Proprietary, Affiliated and Controlled Companies—Pledged	$ 117,803.00	
Securities of Proprietary, Affiliated and Controlled Companies—Unpledged	225,189.90	342,992.90
OTHER INVESTMENTS:		
Physical Property	$ 68,549.18	
Securities Pledged	302,701.00	
Securities Unpledged	222,100.00	593,350.18
WORKING ASSETS:		
Cash	$ 2,577,355.11	
Marketable Securities	468,837.50	
Loans and Bills Receivable	2,058.99	
Car Service Balances Due from other Companies	5,298.47	
Net Balances Due from Agents and Conductors	260,465.26	
Miscellaneous Accounts Receivable	547,577.54	
Material and Supplies	1,009,175.13	
Other Working Assets	111,015.21	
Assets—Chicago Great Western Railway Receivership Period (Estimated)	8,407.79	
Assets—Chicago Great Western Railway (Estimated)	3,885.52	4,994,076.52
ACCRUED INCOME NOT DUE:		
Unmatured Interest		1,320.27
DEFERRED DEBIT ITEMS:		
Advances	$ 15,024.31	
Working Funds	8,480.61	
Insurance Paid in Advance	1,852.03	
Other Deferred Debit Items	889,984.93	
Unextinguished Discount on Funded Debt	610,221.89	
C. G. W. Preferred Stock to be delivered in exchange for W. M. & P. Bonds	27,500.00	1,553,063.77
Total		$134,177,690.36

LIABILITIES		
CAPITAL STOCK:		
Chicago Great Western Railroad Company:		
Common Stock	$ 45,246,913.00	
Preferred Stock	44,137,402.00	$ 89,384,315.00
FUNDED DEBT:		
Chicago Great Western Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	$ 28,776,000.00	
Less Bonds held in Treasury	3,088,500.00	25,687,500.00
Minneapolis Terminal 50 Year 3½% Gold Bonds		500,000.00
Mason City & Fort Dodge Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds		12,000,000.00
Wisconsin, Minnesota & Pacific Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	6,232,000.00	
Less Bonds owned by Chicago Great Western Railroad Company and Pledged with Trustee of its Mortgage	6,177,000.00	55,000.00
WORKING LIABILITIES:		
Traffic balances due other Companies	$ 282,752.67	
Audited Vouchers and Wages Unpaid	1,125,721.13	
Miscellaneous Accounts Payable	79,734.50	
Matured Interest Unpaid	21,430.00	
Other Working Liabilities	189,527.18	
Liabilities—Chicago Great Western Railway Receivership Period (Estimated)	2,413.86	1,701,579.34
ACCRUED LIABILITIES NOT DUE:		
Unmatured Interest and Rents Payable	$ 467,516.92	
Taxes Accrued	184,715.13	652,232.05
DEFERRED CREDIT ITEMS:		
Operating Reserves	$ 466,569.14	
Other Deferred Credit Items	148,319.39	614,888.53
PROFIT AND LOSS		3,582,175.44
Total		$134,177,690.36

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, YEAR ENDED JUNE 30, 1914, AND FROM SEPTEMBER 1, 1909, TO JUNE 30, 1914.

EXHIBIT 5

	Total Additions and Betterments for the year ended June 30, 1914	Total Expended September 1, 1909, to June 30, 1913	Total Expended to June 30, 1914
ROAD IMPROVEMENTS:			
Additional Main Tracks	.....	$ 449,584.44	$ 449,584.44
Ballast	$ 60,409.81	522,147.66	582,557.47
Block and Other Signal Apparatus	45,694.49	283,303.65	328,998.14
Bridges, Trestles and Culverts	121,775.23	1,136,388.21	1,258,163.44
Crossings, Over and Under Grade	124.08	22,538.86	22,662.94
Construction of New Line	7,545.68	64,809.99	72,355.67
Elimination of Grade Crossings	14,243.68	23,518.08	37,761.76
Fencing Right of Way	3,054.43	40,498.75	43,553.18
Grade Reductions and Changes of Line	1,711.43	137,270.08	138,981.51
Grain Elevators and Storage Warehouses	8,455.91	67,574.01	76,029.92
Increased Weight of Rail	96,221.88	107,312.85	203,534.73
Interlocking Apparatus	1,741.75	40,735.31	42,477.06
Improved Frogs and Switches	2,123.78	2,782.48	4,906.26
Other Additions and Betterments	41,692.46	70,959.72	112,652.18
Protection of Banks and Drainage	1,012.02	6,366.11	7,378.13
Reconstruction of Roadbed and Track	10,129.27	2,605,266.76	2,615,396.03
Real Estate	.....	31,592.85	31,592.85
Right-of-Way and Station Grounds	11,051.99	146,684.03	157,736.02
Roadway Machinery and Tools	443.85	41,000.14	41,443.99
Shops, Engine Houses and Turntables	16,731.90	415,486.23	432,218.13
Shop Machinery and Tools	32,465.54	220,316.93	252,782.47
Sidings and Spur Tracks	47,462.97	279,534.48	326,997.45
Snow and Sand Fences and Snowsheds	.....	11,263.09	11,263.09
Station Buildings and Fixtures	28,474.61	244,036.13	272,510.74
Track Fastenings and Appurtenances	57,409.09	55,032.00	112,441.09
Telegraph and Telephone Lines	8,938.68	91,650.71	100,589.39
Terminal Yards	2,750.28	*2,027,837.13	2,030,587.41
Tunnel Improvements	935.33	32,982.87	33,918.20
Widening Cuts and Fills	6,248.65	99,651.87	105,900.52
Water and Fuel Stations	17,557.47	305,446.63	323,004.10
Total Road Improvements	$ 646,406.26	$ 9,583,572.05	$ 10,229,978.31
EQUIPMENT:			
Locomotives	$ 157,850.31	$ 2,071,945.57	$ 2,229,795.88
Passenger Train Cars	109,198.46	628,669.02	737,867.48
Freight Train Cars	2,208.32	3,262,822.83	3,265,031.15
Work Equipment	4,778.86	610,300.54	615,079.40
Total Equipment	$ 274,035.95	$ 6,573,737.96	$ 6,847,773.91
Total Road and Equipment Expenditures	$ 920,442.21	$ 16,157,310.01	$ 17,077,752.22

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS AND BONDS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1914

EXHIBIT 6

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged	Par Value of Bonds Pledged
Chicago Great Western Railroad Company:	Pledged under 4% First Mortgage:		
	Mason City & Fort Dodge Railroad Company:		
	Common Capital Stock	$19,205,400.00	
	Preferred Capital Stock	13,635,752.00	
	Wisconsin, Minnesota & Pacific Railroad Company:		
	Common Capital Stock	5,993,400.00	
	Minnesota Transfer Railway Company:		
	Capital Stock	7,000.00	
	St. Paul Union Depot Company:		
	Capital Stock	103,600.00	
	St. Joseph Union Depot Company:		
	Capital Stock	1,000.00	
	Iowa Transfer Railway Company:		
	Capital Stock	6,200.00	
	Iowa Development Company:		
	Capital Stock	150,000.00	
	Iowa Townsite Company:		
	Capital Stock	10,000.00	
	St. Charles Hotel & Park Company:		
	Capital Stock	22,700.00	
	Iowa Sugar Company:		
	Capital Stock	12,500.00	
	Wisconsin, Minnesota & Pacific Railroad Company:		
	Bonds		$ 6,177,000.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,047,552.00	$ 6,177,000.00
Mason City & Fort Dodge Railroad Company:	Pledged Under 4% First Mortgage:		
	Omaha Grain Terminals:		
	Capital Stock	$ 100,000.00	
	Webster County Coal and Land Company:		
	Capital Stock	400,000.00	
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1914

EXHIBIT 7

COMPANY	Total Issued and Outstanding June 30, 1914	Amount in Hands of Public June 30, 1914	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
Stocks:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 44,137,402.00	$ 43,899,402.00	$ 238,000.00	Unpledged
Common Stock	45,246,913.00	45,246,913.00		
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$128,118,867.00	$ 89,146,315.00	$ 38,972,552.00	
Bonds:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 25,687,500.00	$ 25,377,000.00	$ 310,500.00	Unpledged
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds	6,232,000.00	55,000.00	6,177,000.00**	Pledged
Total Bonds	$ 44,419,500.00	$ 37,932,000.00	$ 6,487,500.00	
Total Stocks and Bonds	$172,538,367.00	$127,078,315.00	$ 45,460,052.00	

*Cumulative after June 30, 1914.
**Owned and pledged by C. G. W. R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1914

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1914	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged
Iowa Transfer Company: Capital Stock	34,000.00	6,800.00		{ 6,200.00 / 600.00	Pledged / Unpledged
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged
Total Stocks of Other Companies		$ 1,013,600.00	$ 720,600.00	$ 1,734,200.00	
Total Stocks and Bonds of Chicago Great Western and Proprietary Companies (Exhibit No. 7)		45,460,052.00	.....	45,460,052.00	
Grand Total		$46,473,652.00	$ 720,600.00	$47,194,252.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FUNDED DEBT OUTSTANDING JUNE 30, 1914

EXHIBIT 9

	Year Due	Amount Outstanding	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 year 4% Gold Bonds:						
Coupon	1959	$25,353,500.00	4%	$ 1,002,860.00*	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	334,000.00	4%	13,360.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	January and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York

*Interest is accrued on $25,071,500.00.

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $25,687,500.00.

Date of Mortgage: September 1, 1909; matures September 1, 1959.

Trustee: Guaranty Trust Company of New York (successors to Standard Trust Company).

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage rights, embracing mileage described in Exhibit No. 1 under the head of "Chicago Great Western Railroad"; also by the leases covering the operation of the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Exhibit No. 1 of this report; also by all of the collateral securities shown as being pledged under this mortgage in Exhibit No. 6; also by all equipment owned and acquired by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.

Date of Mortgage: January 1, 1900; matures January 1, 1950.

Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.

Date of Mortgage: June 1, 1905; matures June 1, 1955.

Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Exhibit No. 1 of this report, the capital stock of the Omaha Grain Terminals, par value $100,000. and of the Webster County Coal and Land Company, par value $400,000. rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Mason City & Fort Dodge Railroad Company. The Mortgage has no sinking fund redemption provisions. The interest on these bonds in not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1914

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1914	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged
Iowa Transfer Company: Capital Stock	34,000.00	6,800.00		{ 6,200.00 / 600.00	Pledged / Unpledged
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged
Total Stocks of Other Companies		$ 1,013,600.00	$ 720,600.00	$ 1,734,200.00	
Total Stocks and Bonds of Chicago Great Western and Proprietary Companies (Exhibit No. 7)		45,460,052.00	.....	45,460,052.00	
Grand Total		$46,473,652.00	$ 720,600.00	$47,194,252.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

FUNDED DEBT OUTSTANDING JUNE 30, 1914

EXHIBIT 9

	Year Due	Amount Outstanding	ANNUAL INTEREST			
			Rate	Amount	When Payable	Where Payable
CHICAGO GREAT WESTERN RAILROAD COMPANY:						
First Mortgage, 50 year 4% Gold Bonds:						
Coupon	1959	$25,353,500.00	4%	$ 1,002,860.00*	March and Sept.	J. P. Morgan & Co., New York
Registered	1959	334,000.00	4%	13,360.00	March and Sept.	J. P. Morgan & Co., New York
Minneapolis Terminal First Mortgage, 50 Year 3½% Gold Bonds:						
Coupon	1950	500,000.00	3½%	17,500.00	January and July	Bank of Montreal, New York
MASON CITY AND FT. DODGE RAILROAD COMPANY:						
First Mortgage, 50 Year 4% Gold Bonds:						
Coupon	1955	12,000,000.00	4%	480,000.00	June and Dec.	J. P. Morgan & Co., New York

*Interest is accrued on $25,071,500.00.

DESCRIPTION OF FUNDED DEBT

CHICAGO GREAT WESTERN RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $25,687,500.00.

Date of Mortgage: September 1, 1909; matures September 1, 1959.

Trustee: Guaranty Trust Company of New York (successors to Standard Trust Company).

These bonds are secured by a first mortgage on the rail lines owned by the Chicago Great Western Railroad Company (excluding the Minneapolis Terminals property covered by mortgage described below), and by the Chicago Great Western Railroad trackage rights, embracing mileage described in Exhibit No. 1 under the head of "Chicago Great Western Railroad"; also by the leases covering the operation of the Mason City & Fort Dodge Railroad, and the Wisconsin, Minnesota & Pacific Railroad, embracing the mileage described in detail in Exhibit No. 1 of this report; also by all of the collateral securities shown as being pledged under this mortgage in Exhibit No. 6; also by all equipment owned and acquired by the Chicago Great Western Railroad Company. The mortgage has no sinking fund redemption provisions.

CHICAGO GREAT WESTERN RAILROAD COMPANY, MINNEAPOLIS TERMINALS, FIRST MORTGAGE 50 YEAR 3½% GOLD BONDS.

Outstanding Issue: $500,000.00.

Date of Mortgage: January 1, 1900; matures January 1, 1950.

Trustee: Minneapolis Trust Company, Minneapolis, Minn.

These bonds are secured by a first mortgage on the Minneapolis Terminals purchased from the Wisconsin Central Railway Company, including a freight house 80 feet wide and 417 feet in length, three stories, located on a tract of ground 95 feet wide and 1,000 feet in length, fronting upon Hennepin Square, and a freight yard on Boom Island, Minneapolis, embracing 22.79 acres of ground, 7.56 miles of trackage, and round house, coaling and water stations. This mortgage was taken over by the Chicago Great Western Railroad Company in purchasing the property. The mortgage has no sinking fund redemption provisions.

MASON CITY & FORT DODGE RAILROAD COMPANY, FIRST MORTGAGE 50 YEAR 4% GOLD BONDS.

Outstanding Issue: $12,000,000.00.

Date of Mortgage: June 1, 1905; matures June 1, 1955.

Trustee: Central Trust Company of New York.

These bonds are secured by a first mortgage on the mileage, trackage rights and leaseholds described under the head of "Mason City & Fort Dodge Railroad" in Exhibit No. 1 of this report, the capital stock of the Omaha Grain Terminals, par value $100,000. and of the Webster County Coal and Land Company, par value $400,000. rights secured under the lease and traffic contract with the Chicago Great Western Railroad Company, dated April 30, 1901, and on all equipment owned and acquired by the Mason City & Fort Dodge Railroad Company. The Mortgage has no sinking fund redemption provisions. The interest on these bonds in not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of and as provided in the lease.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 10

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Operating Revenues	$14,260,521.69	$14,000,618.42	$ 259,903.27	1.86		
Operating Expenses	$10,831,167.89	$10,260,142.08	$ 571,025.81	5.57		
Net Operating Revenue	$ 3,429,353.80	$ 3,740,476.34			$ 311,122.54	8.32
Operating Revenue per Mile of Road	$ 9,531.03	$ 9,357.32	$ 173.71	1.86		
Operating Expenses per Mile of Road	$ 7,239.02	$ 6,857.37	$ 381.65	5.57		
Net Operating Revenue per Mile of Road	$ 2,292.01	$ 2,499.95			$ 207.94	8.32
Operating Revenue per Revenue Train Mile	$ 2.38	$ 2.35	$ .03	1.28		
Operating Expenses per Revenue Train Mile	$ 1.81	$ 1.72	$ .09	5.23		
Net Operating Revenue per Revenue Train Mile.	$ .57	$ .63			$ .06	9.52
Ratio of Operating Expenses to Operating Revenue	75.95%	73.28%	2.67	3.64		
Average Mileage Operated	1,496.22	1,496.22				
Revenue Train Miles	5,994,584	5,972,456	22,128	.37		
Freight Traffic:						
(Revenue)						
Revenue from Freight	$ 9,943,575.18	$ 9,795,074.38	$ 148,500.80	1.52		
Tons of Revenue Freight carried	5,557,858	5,306,774	251,084	4.73		
Tons of Revenue Freight carried One Mile	1,364,026,080	1,337,724,849	26,301,231	1.97		
Tons of Revenue Freight carried One Mile per Mile of Road	911,649	894,070	17,578	1.97		
Average distance carried (Miles)	245.42	252.08			6.66	2.64
Revenue per Ton	$ 1.79	$ 1.85			$ .06	3.24
Revenue per Ton per Mile (Cents)	.729	.732			.003	.41
Revenue per Train Mile (including all mixed trains)	$ 3.46	$ 3.29	$ .17	5.17		
Revenue per Mile of Road	$ 6,645.80	$ 6,546.55	$ 99.25	1.52		
(Revenue and non-revenue)						
Tons of Revenue and Company Freight carried	6,768,718	6,437,087	331,631	5.15		
Tons of Revenue and Company Freight carried One Mile	1,473,203,542	1,444,591,703	28,611,839	1.98		
Tons of Revenue and Company Freight carried One Mile per Mile of Road	984,617	965,494	19,123	1.98		
Average distance carried (Miles)	217.65	224.42			6.77	3.02
Passenger Traffic:						
Revenue from Passengers	$ 3,205,991.63	$ 3,144,283.86	$ 61,707.77	1.96		
Revenue from Passenger Trains (Passenger, Mail, Express, etc.)	$ 4,009,841.46	$ 3,901,858.42	$ 107,983.04	2.77		
Revenue Passengers carried	2,817,637	2,651,096	166,541	6.28		
Revenue Passengers carried One Mile	160,199,058	153,998,072	6,200,986	4.03		
Revenue Passengers carried One Mile per Mile of Road	107,069	102,925	4,144	4.03		
Average distance carried (Miles)	56.86	58.09			1.23	2.12
Revenue per Passenger	$ 1.14	$ 1.19			$ .05	4.20
Revenue per Passenger per Mile (Cents)	2.001	2.042			.041	2.01
Revenue from Passengers per Revenue Train Mile (including all mixed trains)	$ .99	$ 1.01			$ .02	1.98
Revenue from Passenger Trains per Revenue Train Mile (including all mixed trains)	$ 1.24	$ 1.26			$ .02	1.59
Revenue from Passenger Trains per Mile of Road.	$ 2,679.98	$ 2,607.81	$ 72.17	2.77		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 11

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Freight:						
(Revenue)						
Revenue Freight Locomotive Miles (including all mixed, light and helping)	3,237,798	3,296,873			59,075	1.79
Revenue Freight Train Miles (including all mixed trains)	2,873,129	2,973,434			100,305	3.37
Per Cent of Locomotive Miles in excess of Train Miles	12.69	10.88	1.81	16.64		
Loaded Freight Car Miles	73,478,781	73,750,377			271,596	.37
Empty Freight Car Miles (including caboose)	33,389,799	27,774,032	5,615,767	20.22		
Total Freight Car Miles	106,868,580	101,524,409	5,344,171	5.26		
Per Cent of Empty to Total Freight Car Miles	31.24	27.36	3.88	14.18		
Tons per Freight Train—Revenue Freight	474.75	449.89	24.86	5.53		
Tons per Loaded Car—Revenue Freight	18.56	18.14	.42	2.32		
(Revenue and Non-Revenue)						
Total Freight Locomotive Miles (including all mixed, light, helping and transfer)	3,247,343	3,314,320			66,977	2.02
Total Freight Train Miles (including all mixed trains)	2,877,913	2,986,397			108,484	3.63
Per Cent of Locomotive Miles in excess of Train Miles	12.84	10.98	1.86	16.94		
Loaded Freight Car Miles	73,589,633	73,977,793			388,160	.52
Empty Freight Car Miles (including caboose)	33,435,985	27,999,980	5,436,005	19.41		
Total Freight Car Miles	107,025,618	101,977,773	5,047,845	4.95		
Per Cent of Empty to Total Freight Car Miles	31.24	27.46	3.78	13.77		
Loaded Cars per Freight Train	25.57	24.77	.80	3.23		
Empty Cars per Freight Train	11.62	9.38	2.24	23.88		
Total Cars per Freight Train	37.19	34.15	3.04	8.90		
Tons per Freight Train—All Freight	511.90	483.72	28.18	5.83		
Tons per Loaded Car—All Freight	20.02	19.53	.49	2.51		
Passenger:						
Revenue Passenger Locomotive Miles (including all mixed, light and helping)	3,275,961	3,167,773	108,188	3.42		
Revenue Passenger Train Miles (including all mixed trains)	3,228,344	3,104,876	123,468	3.98		
Per Cent of Locomotive Miles in excess of Train Miles	1.47	2.03			.56	27.59
Passenger Car Miles (all cars)	17,170,234	16,771,502	398,732	2.38		
Cars per Passenger Train (all cars)	5.32	5.40			.08	1.48
Passengers per Train	50	50				
Passengers per Car	14	14				

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 12

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Maintenance of Way and Structures:						
Superintendence	$ 117,365.39	$ 130,624.60			$ 13,259.21	10.15
Ballast	36,924.87	19,637.26	$ 17,287.61	88.03		
Ties	263,632.83	164,161.92	99,470.91	60.59		
Rails	67,075.21	41,391.81	25,683.40	62.05		
Other Track Material	74,757.63	61,838.18	12,919.45	20.89		
Roadway and Track	806,486.71	668,897.20	137,589.51	20.57		
Removal of Snow, Sand and Ice	12,833.58	17,964.14			5,130.56	28.56
Tunnels	3,299.06	632.20	2,666.88	421.84		
Bridges, Trestles and Culverts	171,993.78	123,462.14	48,531.64	39.31		
Over and Under Grade Crossings	4,765.43	4,133.27	632.16	15.29		
Grade Crossings, Fences, Cattle Guards and Signs	63,957.50	57,186.08	6,771.42	11.84		
Snow and Sand Fences and Snow Sheds	920.58	1,296.08			375.50	28.97
Signals and Interlocking Plants	34,537.29	34,631.83			94.54	.27
Telegraph and Telephone Lines	16,189.80	27,450.37			11,260.57	41.02
Buildings, Fixtures and Grounds	164,144.31	164,669.47			525.16	.32
Docks and Wharves	208.06	12.41	195.65	1576.55		
Roadway Tools and Supplies	35,946.36	30,735.40	5,210.96	16.95		
Injuries to Persons	21,507.62	17,163.15	4,344.47	25.31		
Stationery and Printing	4,985.06	5,384.29			399.23	7.41
Other Expenses	105.75	183.21			77.46	42.28
Maintaining Joint Tracks, Yards and Other Facilities—Dr	160,575.84	138,211.81	22,364.03	16.18		
Maintaining Joint Tracks, Yards and Other Facilities—Cr	37,754.97	20,866.59	16,888.38	80.94		
Total	$ 2,024,457.71	$ 1,688,800.23	$ 335,657.48	19.88		
Maintenance of Equipment:						
Superintendence	$ 83,335.03	$ 84,321.20			$ 986.17	1.17
Steam Locomotives, Repairs	831,734.31	828,062.66	$ 3,671.65	.44		
Steam Locomotives, Renewals		* 1,389.49	1,389.49			
Steam Locomotives, Depreciation	31,865.81	31,320.91	544.90	1.74		
Passenger Train Cars, Repairs	170,634.87	156,958.04	13,676.83	8.71		
Passenger Train Cars, Renewals	3,972.96	* 1,901.79	5,874.75			
Passenger Train Cars, Depreciation	10,020.58	10,030.33			9.75	.10
Freight Train Cars, Repairs	1,067,591.25	774,528.69	293,062.56	37.84		
Freight Train Cars, Renewals	7,608.55	16,718.01			9,109.46	54.49
Freight Train Cars, Depreciation	58,001.85	59,128.56			1,126.71	1.91
Work Equipment, Repairs	21,603.42	24,982.88			3,379.46	13.53
Work Equipment, Renewals	3,449.26	650.28	2,798.98	430.43		
Work Equipment, Depreciation	5,998.50	6,073.88			75.38	1.24
Shop Machinery and Tools	44,820.21	54,413.96			9,593.75	17.63
Injuries to Persons	17,610.83	13,758.31	3,852.52	28.00		
Stationery and Printing	6,975.94	6,638.49	337.45	5.08		
Other Expenses	1,990.52	504.14	1,486.38	294.83		
Maintaining Joint Equipment at Terminals—Dr	3,756.03	2,852.51	903.52	31.67		
Maintaining Joint Equipment at Terminals—Cr	3,734.80	363.45	3,371.35	927.60		
Total	$ 2,367,235.12	$ 2,067,288.12	$ 299,947.00	14.51		
Traffic Expenses:						
Superintendence	$ 105,373.98	$ 102,409.08	$ 2,964.90	2.90		
Outside Agencies	359,625.80	365,795.76			$ 6,169.96	1.69
Advertising	59,794.62	46,858.30	12,936.32	27.61		
Traffic Associations	10,902.79	10,033.58	869.21	8.66		
Industrial and Immigration Bureaus						
Stationery and Printing	42,024.74	40,552.15	1,472.59	3.63		
Other Expenses	22.50		22.50			
Total	$ 577,744.43	$ 565,648.87	$ 12,095.56	2.14		
Forward	$ 4,969,437.26	$ 4,321,737.22	$ 647,700.04	14.99		

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 12—CONTINUED

	1914	1913	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 4,969,437.26	$ 4,321,737.22	$ 647,700.04	14.99		
Transportation Expenses:						
Superintendence	$ 120,204.99	$ 119,985.50	$ 219.49	.18		
Dispatching Trains	57,765.19	56,844.78	920.41	1.62		
Station Employes	738,301.92	722,089.95	16,211.97	2.25		
Weighing and Car Service Associations	19,497.20	17,169.08	2,328.12	13.56		
Station Supplies and Expenses	40,779.64	40,900.98			$ 121.34	.30
Yardmasters and their Clerks	80,248.22	75,077.22	5,171.00	6.89		
Yard Conductors and Brakemen	245,658.02	237,382.43	8,275.59	3.49		
Yard Switch and Signal Tenders	6,494.97	6,067.74	427.23	7.04		
Yard Supplies and Expenses	3,214.02	3,099.24	114.78	3.70		
Yard Enginemen	152,540.78	148,112.67	4,428.11	2.99		
Enginehouse Expenses, Yard	69,599.24	72,607.17			3,007.93	4.14
Fuel for Yard Locomotives	199,282.04	217,695.12			18,413.08	8.46
Water for Yard Locomotives	12,403.15	10,546.62	1,856.53	17.60		
Lubricants for Yard Locomotives	3,501.58	3,256.30	245.28	7.53		
Other Supplies for Yard Locomotives	2,523.45	2,509.59	13.86	.55		
Operating Joint Yards and Terminals—Dr	137,392.76	129,808.42	7,584.34	5.84		
Operating Joint Yards and Terminals—Cr	50,906.29	36,253.21	14,653.08	40.42		
Road Enginemen	601,053.83	598,745.85	2,307.98	.39		
Enginehouse Expenses, Road	153,461.92	167,849.44			14,387.52	8.57
Fuel for Road Locomotives	1,235,557.44	1,258,887.66			23,330.22	1.85
Water for Road Locomotives	62,594.54	63,806.52			1,211.98	1.90
Lubricants for Road Locomotives	16,740.90	16,798.75			57.85	.34
Other Supplies for Road Locomotives	16,997.59	16,171.25	826.34	5.11		
Road Trainmen	567,801.22	583,129.72			15,328.50	2.63
Train Supplies and Expenses	227,554.15	241,777.76			14,223.61	5.88
Interlockers and Block and other Signals, Operation	51,412.42	46,917.09	4,495.33	9.58		
Crossing Flagmen and Gatemen	22,343.80	22,611.64			267.84	1.18
Drawbridge Operation	1,801.90	1,321.06	480.84	36.40		
Clearing Wrecks	35,349.45	31,309.92	4,039.53	12.90		
Telegraph and Telephone Operation	33,479.09	35,149.41			1,670.32	4.75
Stationery and Printing	35,836.72	37,855.88			2,019.16	5.33
Other Expenses	4,032.26	10,698.20			6,665.94	62.31
Loss and Damage, Freight	222,632.09	266,033.18			43,401.09	16.31
Loss and Damage, Baggage	2,594.33	941.36	1,652.97	175.59		
Damage to Property	27,451.80	22,591.95	4,859.85	21.51		
Damage to Stock on Right of Way	27,476.92	24,008.19	3,468.73	14.45		
Injuries to Persons	201,114.73	218,925.47			17,810.74	8.14
Operating Joint Tracks and Facilities—Dr	67,073.51	53,167.34	13,906.17	26.16		
Operating Joint Tracks and Facilities—Cr	24,364.86	21,163.62	3,201.24	15.13		
Total	$ 5,428,496.63	$ 5,524,433.62			$ 95,936.99	1.74
General Expenses:						
Salaries and Expenses of General Officers	$ 65,470.55	$ 65,026.19	$ 444.36	.68		
Salaries and Expenses of Clerks and Attendants	218,926.19	204,082.42	14,843.77	7.27		
General Office Supplies and Expenses	17,864.81	16,277.10	1,587.71	9.75		
Law Expenses	59,022.41	56,904.26	2,118.15	3.72		
Insurance	22,739.49	23,324.08			$ 584.59	2.51
Stationery and Printing	20,451.12	17,695.91	2,755.21	15.57		
Other Expenses	11,395.34	11,659.90			264.56	2.27
General Administration, Joint Tracks, Yards and Terminals—Dr	17,443.37	18,967.54			1,524.17	8.04
General Administration, Joint Tracks, Yards and Terminals—Cr	79.28	† 33.84	113.12			
Total	$ 433,234.00	$ 413,971.24	$ 19,262.76	4.65		
Grand Total	$ 10,831,167.89	$ 10,260,142.08	$ 571,025.81	5.57		

†Debit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED JUNE 30, 1914 AND 1913

EXHIBIT 13

COMMODITIES	TONS CARRIED 1914		TONS CARRIED 1913		INCREASE		DECREASE	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
PRODUCTS OF AGRICULTURE:								
Grain	924,616	16.64	864,796	16.30	59,820	6.91		
Flour	226,797	4.08	213,383	4.02	13,414	6.29		
Other Mill Products	120,812	2.17	88,816	1.67	31,996	36.03		
Hay	33,498	.60	34,260	.65			762	2.22
Tobacco	1,061	.02	724	.01	337	46.55		
Cotton	1,153	.02	1,203	.02			50	4.16
Fruits and Vegetables	129,371	2.33	133,656	2.52			4,285	3.21
Other Products of Agriculture	60,129	1.08	86,515	1.63			26,386	30.50
Total	1,497,437	26.94	1,423,353	26.82	74,084	5.20		
PRODUCTS OF ANIMALS:								
Live Stock	237,736	4.27	214,647	4.04	23,089	10.76		
Dressed Meats	41,960	.76	59,324	1.12			17,364	29.27
Other Packing House Products	52,377	.94	40,739	.77	11,638	28.57		
Poultry, Game and Fish	16,894	.30	16,850	.32	44	.26		
Wool	932	.02	1,433	.03			501	34.96
Hides and Leather	10,858	.20	11,756	.22			898	7.64
Other Products of Animals	16,213	.29	12,224	.23	3,989	32.63		
Total	376,970	6.78	356,973	6.73	19,997	5.60		
PRODUCTS OF MINES:								
Anthracite Coal	125,098	2.25	110,737	2.09	14,361	12.97		
Bituminous Coal	836,014	15.04	833,942	15.71	2,072	.25		
Coke	17,372	.31	18,936	.36			1,564	8.26
Ores	2,964	.06	1,693	.03	1,271	75.07		
Stone, Sand and Other Like Articles	403,563	7.26	313,917	5.92	89,646	28.56		
Other Products of Mines	140,451	2.53	126,802	2.39	13,649	10.76		
Total	1,525,462	27.45	1,406,027	26.50	119,435	8.49		
PRODUCTS OF FORESTS:								
Lumber	403,957	7.27	398,364	7.50	5,593	1.40		
Other Products of Forests	10,877	.20	11,617	.22			740	6.37
Total	414,834	7.47	409,981	7.72	4,853	1.18		
MANUFACTURES:								
Petroleum and Other Oils	143,891	2.59	156,397	2.95			12,506	8.00
Sugar	52,980	.95	52,737	.99	243	.46		
Naval Stores								
Iron—Pig and Bloom	28,207	.51	36,018	.68			7,811	21.69
Iron and Steel Rails	28,755	.52	50,036	.94			21,281	42.53
Other Castings and Machinery	133,706	2.41	150,454	2.84			16,748	11.13
Bar and Sheet Metal	79,131	1.42	73,291	1.38	5,840	7.97		
Cement, Brick and Lime	522,101	9.39	449,969	8.48	72,132	16.03		
Agricultural Implements	33,419	.60	38,961	.73			5,542	14.22
Wagons, Carriages, Tools, etc	16,458	.30	16,494	.31			36	.22
Wines, Liquors and Beers	40,687	.73	38,171	.72	2,516	6.59		
Household Goods and Furniture	35,210	.63	37,473	.71			2,263	6.04
Other Manufactures	219,937	3.96	199,767	3.76	20,170	10.10		
Total	1,334,482	24.01	1,299,768	24.49	34,714	2.67		
OTHER COMMODITIES:								
Merchandise	334,884	6.02	331,063	6.24	3,821	1.15		
Miscellaneous	73,789	1.33	79,609	1.50			5,820	7.31
Total	408,673	7.35	410,672	7.74			1,999	.49
TOTAL COMMERCIAL FREIGHT	5,557,858	100.00	5,306,774	100.00	251,084	4.73		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, TEN YEARS ENDED JUNE 30, 1914

EXHIBIT 14

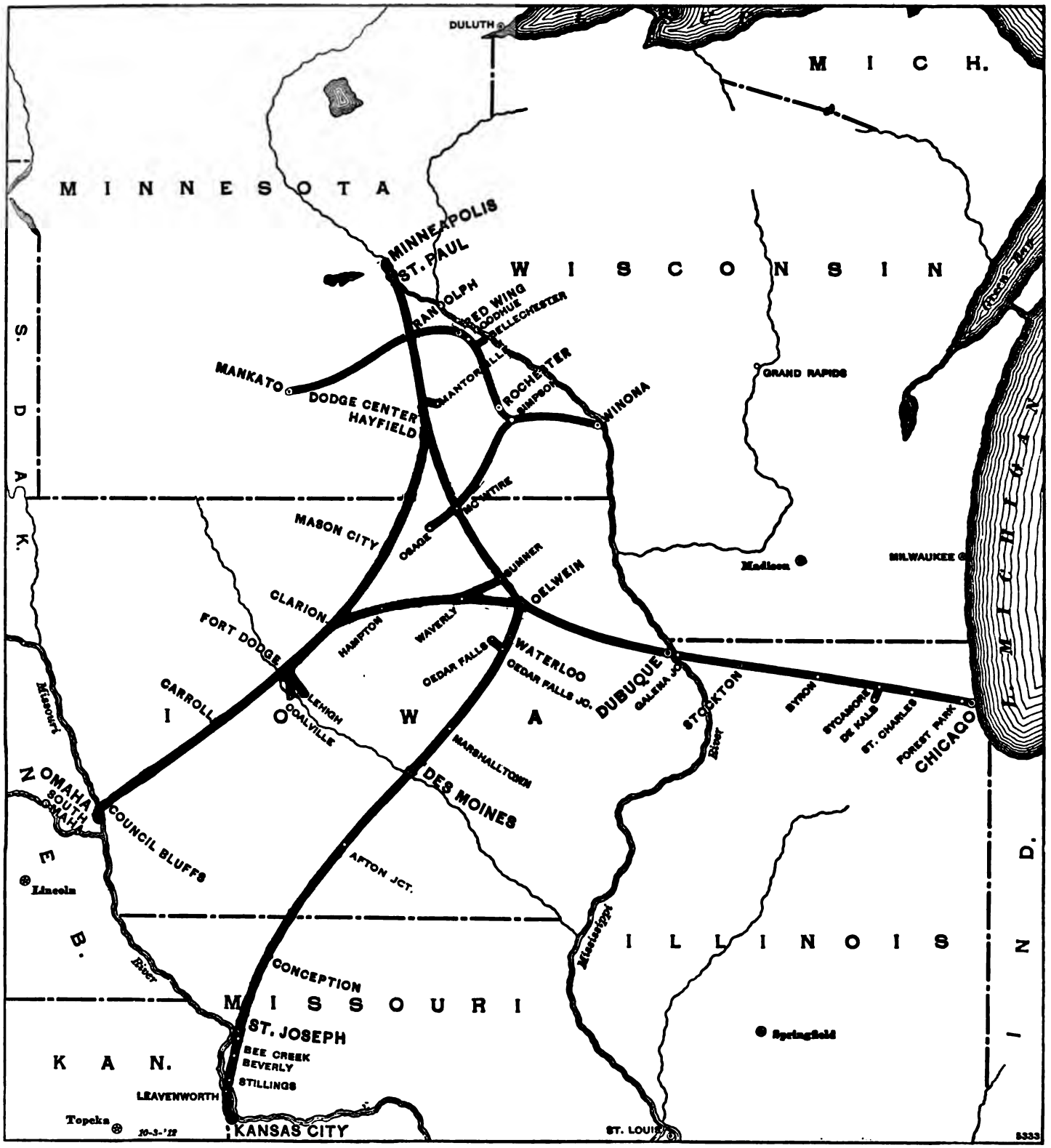
	1905	1906	1907	1908	1909	*1910	1911	1912	1913	1914
Average Mileage Operated	1,475.61	1,475.61	1,475.61	1,475.61	1,475.61	1,498.25	1,492.16	1,496.22	1,496.22	1,496.22
Gross Operating Revenue	$ 9,290,787.40	$ 10,753,642.44	$ 11,401,798.74	$ 10,390,306.28	$ 10,715,816.29	$ 12,074,743.46	$ 12,618,641.94	$ 12,795,242.13	$ 14,000,618.42	$ 14,260,521.69
Gross Operating Revenue per Mile of Road	$ 6,296.24	$ 7,287.59	$ 7,726.84	$ 7,041.36	$ 7,261.96	$ 8,059.23	$ 8,456.63	$ 8,551.71	$ 9,357.32	$ 9,531.03
FREIGHT STATISTICS:										
Freight Revenue	$ 6,582,044.64	$ 7,835,328.30	$ 8,259,016.94	$ 7,128,839.73	$ 7,434,148.32	$ 8,540,590.53	$ 8,820,370.47	$ 8,879,747.62	$ 9,795,074.38	$ 9,943,575.18
Freight Revenue per Mile of Road	$ 4,460.56	$ 5,309.89	$ 5,597.02	$ 4,831.11	$ 5,038.02	$ 5,700.38	$ 5,911.14	$ 5,934.79	$ 6,546.55	$ 6,645.80
Revenue Tons Carried One Mile	840,368,061	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332	1,227,893,035	1,225,238,896	1,337,724,849	1,364,026,080
Revenue Tons Carried One Mile per Mile of Road	569,506	704,545	773,249	688,753	732,660	793,716	822,896	818,890	894,070	911,648
Average Revenue per Ton Mile (cents)	.783	.754	.724	.701	.688	.718	.718	.725	.732	.729
Average Tons Revenue Freight per Train Mile	259.81	279.13	292.82	275.91	283.45	302.13	369.35	399.64	449.89	474.75
Average Tons Revenue Freight per Loaded Car Mile	14.26	14.76	15.27	15.86	16.07	16.59	17.17	17.66	18.14	18.56
Average Tons all Freight per Train Mile	295.08	313.72	327.89	313.69	325.84	343.24	422.05	434.23	483.72	511.90
Average Tons all Freight per Loaded Car Mile	16.19	16.59	17.09	18.03	18.47	18.97	19.81	19.25	19.53	20.02
Aggregate Capacity of Freight Cars	249,855	247,550	269,735	292,195	300,540	387,460	376,625	385,210	375,155	368,535
Average Capacity of Freight Cars	26.90	26.91	27.43	28.02	28.22	31.13	33.02	34.11	34.45	34.63
PASSENGER STATISTICS:										
Passenger Revenue	$ 2,162,306.46	$ 2,367,178.23	$ 2,569,698.08	$ 2,456,606.25	$ 2,482,104.04	$ 2,642,356.87	$ 2,844,470.45	$ 2,891,153.43	$ 3,144,283.86	$ 3,205,991.63
Passenger Revenue per Mile of Road	$ 1,465.36	$ 1,604.20	$ 1,741.15	$ 1,664.81	$ 1,682.09	$ 1,763.63	$ 1,906.28	$ 1,932.31	$ 2,101.48	$ 2,142.73
Passenger Revenue per Train Mile	$ .62	$ .68	$ .71	$ .67	$ .69	$ .84	$ .92	$ .94	$ 1.01	$ .99
Passenger Train Revenue	$ 2,635,263.54	$ 2,882,425.45	$ 3,114,307.03	$ 3,066,660.50	$ 3,102,549.15	$ 3,310,863.53	$ 3,557,356.25	$ 3,639,477.93	$ 3,901,858.42	$ 4,009,841.46
Passenger Train Revenue per Mile of Road	$ 1,785.88	$ 1,953.38	$ 2,110.52	$ 2,078.23	$ 2,102.55	$ 2,209.82	$ 2,384.03	$ 2,432.45	$ 2,607.81	$ 2,679.98
Passenger Train Revenue per Train Mile	$ .75	$ .82	$ .86	$ .84	$ .86	$ 1.05	$ 1.15	$ 1.18	$ 1.26	$ 1.24
Passengers Carried One Mile	102,511,210	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465	149,225,662	143,642,671	153,998,072	160,199,058
Passengers Carried One Mile per Mile of Road	69,470	79,694	84,920	90,175	93,612	92,598	100,006	96,004	102,925	107,069
Average Rate per Passenger Mile (cents)	2.109	2.013	2.050	1.846	1.797	1.905	1.906	2.013	2.042	2.001
Average Passengers per Passenger Train Mile	29	34	35	36	38	44	48	47	50	50

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909 to June, 1910, inclusive, which have been revised in some minor details of classification for purposes of bringing them in exact conformity with the classification prescribed by the Interstate Commerce Commission, and for more accurate comparison with results of succeeding years.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 15

WORKING DIVISIONS, JUNE 30, 1914



EXPLANATION

DIVISION	DESIGNATION	MILEAGE	RULING GRADE		PER CENT OF TANGENT TO TOTAL MILES
			East Bound	West Bound	
EASTERN		251.61	1.0%	1.0%	85
NORTHERN, Main Line		218.49	1.0%	1.0%	82
NORTHERN, Branch		277.43	1.25%	3.3%	70
SOUTHERN		362.44	1.0%	1.0%	73
WESTERN		386.25	0.5%	0.7%	83
TOTAL		1496.22			79

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1914

EXHIBIT 16

ALIGNMENT

DIVISION	Miles	CURVED TRACK		TANGENT TRACK	
		Aggregate Length in Miles	Per Cent	Miles	Per Cent
Eastern	226.96	34.06	15	192.90	85
Northern Main Line	207.88	36.40	18	171.48	82
Northern Branch Lines	277.43	83.85	30	193.58	70
Southern	321.17	85.86	27	235.31	73
Western	378.13	62.94	17	315.19	83
Total	1,411.57	303.11	21	1,108.46	79

EXHIBIT 17

GRADE

DIVISION	LEVEL TRACK		ASCENDING		DESCENDING	
	Miles	Per Cent	Sum in Feet	Aggregate Length in Miles	Sum in Feet	Aggregate Length in Miles
Eastern	34.23	15	2,491.0	93.74	2,958.0	98.99
Northern Main Line	40.66	20	2,593.8	85.39	2,553.3	81.83
Northern Branch Lines	53.97	19	4,106.5	117.36	3,601.5	106.10
Southern	56.43	18	3,718.1	121.08	4,189.4	143.66
Western	45.69	12	3,149.0	146.34	3,297.0	186.10
Total	230.98	16	16,058.4	563.91	16,599.2	616.68

COMPOSITION OF TRACK

EXHIBIT 18

RAIL

DIVISION	MILES OF RAIL					
	50-lb.	56-lb.	60-lb.	75-lb.	85-lb.	Total
Eastern, First Main Track	.....	.....	.....	.....	221.15	221.15
Eastern, Second Main Track	.....	.....	.....	.....	51.16	51.16
Northern, First Main Track	.....	.....	.....	102.54	76.45	178.99
Northern, Second Main Track	.....	.....	.....	5.64	.63	6.27
Northern Branch, Main Track	22.36	17.14	175.77	69.11	.....	284.38
Southern, Main Track	.....	.....	.....	38.31	275.38	313.69
Western, First Main Track	.....	.....	.....	362.21	.....	362.21
Western, Second Main Track	.....	.....	.....	1.04	.....	1.04
Sundry Branches	.....	15.92	35.23	.....	.....	51.15
Total	22.36	33.06	211.00	578.85	624.77	1,470.04

EXHIBIT 19

BALLAST

DIVISION	MILES OF BALLAST				
	Rock	Gravel	Cinders	Earth	Total Miles
Eastern, First Main Track	.40	222.46	4.10	.....	226.96
Eastern, Second Main Track	.....	51.16	.....	.....	51.16
Northern, First Main Track	.....	172.42	28.51	.....	200.93
Northern, Second Main Track	.....	5.27	1.00	.....	6.27
Northern Branch, Main Track	.....	160.18	7.35	116.85	284.38
Southern, Main Track	86.21	209.28	25.68	.....	321.17
Western, First Main Track	.....	349.54	16.59	12.00	378.13
Western, Second Main Track	.....	1.04	.....	.....	1.04
Total	86.61	1,171.35	83.23	128.85	1,470.04

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHARACTERISTICS OF LINE, JUNE 30, 1914 (CONTINUED)

EXHIBIT 20

BRIDGES

DIVISION	Number	Per Cent of Total Number of all Bridges	LENGTH IN FEET			Per Cent of Aggregate Length of all Bridges
			Minimum	Maximum	Aggregate	
PERMANENT STEEL AND CONCRETE BRIDGES:						
Eastern	85	45	6	770	5,658	41
Northern Main Line	26	53	12	1,088	2,655	28
Northern Branch Lines	12	5	22	880	2,253	8
Southern	79	25	7	900	7,271	30
Western	25	11	24	2,582	6,695	28
Total	227	22	.....	.....	24,532	25
PILE AND FRAME TRESTLES:						
Eastern	103	55	6	388	8,241	59
Northern Main Line	23	47	12	260	6,750	72
Northern Branch Lines	246	95	9	600	25,307	92
Southern	237	75	12	734	17,360	70
Western	212	89	9	689	17,350	72
Total	821	78	.....	.....	75,008	75

EXHIBIT 21

CULVERTS

DIVISION	Number	Per Cent of Total Number of all Culverts	LENGTH IN FEET			Per Cent of Total of all Culverts
			Minimum	Maximum	Aggregate	
PERMANENT:						
Eastern	590	79	18	150	24,208	89
Northern Main Line	315	66	15	153	12,950	74
Northern Branch Lines	307	56	20	98	11,665	57
Southern	943	92	16	167	37,494	95
Western	166	47	19	184	7,753	44
Total	2,321	74	.....	.....	94,070	77
TEMPORARY:						
Eastern	160	21	20	53	3,136	11
Northern Main Line	160	34	21	200	4,632	26
Northern Branch Lines	240	44	18	56	8,745	43
Southern	84	8	20	60	2,049	5
Western	189	53	20	200	9,884	56
Total	833	26	.....	.....	28,446	23

EXHIBIT 22

TELEGRAPH AND TELEPHONE LINES

OWNERS	Owned June 30, 1914		Used Exclusively by C. G. W. R. R. Co.		Used Exclusively by Postal Company		Used Jointly by Postal and C. G. W. Cos.		Used Jointly by W. U. and C.G.W.Cos.		Used Exclusively by C. R. I & P. Ry. Co.	
	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire	Miles Poles	Miles Wire
Chicago Great Western Railroad Co	340.50	2,977.90	107.00	2,722.30	.....	.....	233.50	255.60	.....	.....	.....	.....
Postal Telegraph Cable Co	916.80	9,389.32	.....	1,794.40	.....	7,580.92	916.80	14.00	.....	.....	.....	.....
Western Union Telegraph Co.	205.60	279.30	.....	72.20	.....	.....	.....	.....	205.60	207.10	.....	.....
Chicago, Rock Island & Pacific Railway Co	.....	32.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.40

CHICAGO GREAT WESTERN RAILROAD COMPANY

LOCOMOTIVES OWNED AND CHANGES, YEAR ENDED JUNE 30, 1914

EXHIBIT 23

	Wheel Arrangement	Owned June 30, 1913	Added by purchase during the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1914
SWITCHING:	000						
Cylinders, 17 x 24		4					4
Cylinders, 18 x 24		5					5
Cylinders, 19 x 26		5					5
Cylinders, 20 x 26		10					10
SWITCHING:	0000						
Cylinders, 20½ x 30		1					1
Cylinders, 22 x 32		10					10
TOTAL SWITCHING		35					35
EIGHT-WHEEL:	00oo						
Cylinders, 17 x 24		8					8
Cylinders, 18 x 24		9					9
Cylinders, 19 x 24		9					9
TOTAL EIGHT-WHEEL		26					26
MOGUL:	000o						
Cylinders, 18 x 24		18					18
Cylinders, 19 x 28		2					2
Cylinders, 19 x 24		9					9
TOTAL MOGUL		29					29
TEN-WHEEL:	000oo						
Cylinders, 18 x 26		2					2
Cylinders, 19 x 26		4					4
Cylinders, 20 x 28		21					21
Cylinders, 23 x 28		6				4	2
Cylinders, 24 x 28		4			4		8
TOTAL TEN-WHEEL		37			4	4	37
PRAIRIE:	o000o						
Cylinders, 20 x 26		5			1	1	5
Cylinders, 21 x 28		37					37
Cylinders, 24 x 28		26			2		28
Cylinders, 23 x 28		4					4
PRAIRIE TANDEM COMPOUND:	o000o						
Cylinders, 16 and 28 x 28		2				2	0
TOTAL PRAIRIE		74			3	3	74
MIKADO:	o0000o						
Cylinders, 27 x 30		10					10
TOTAL MIKADO		10					10
CONSOLIDATION:	0000o						
Cylinders, 26 x 30		0			3		3
Cylinders, 24 x 30		40				3	37
Cylinders, 20½ x 30		7					7
TOTAL CONSOLIDATION		47			3	3	47
PACIFIC:	o000oo						
Cylinders, 20 x 26		10				1	9
Cylinders, 21 x 26		1					1
Cylinders, 21½ x 26		2				1	1
Cylinders, 22 x 26		5					5
Cylinders, 20½ x 26		0			1		1
Cylinders, 24 x 26		0			1		1
Cylinders, 25 x 28		0	5				5
TOTAL PACIFIC		18	5		2	2	23
MALLET COMPOUND:	o000 000o						
Cylinders, 23 and 35 x 32		10					10
Cylinders, 21 and 35 x 28		3					3
TOTAL MALLET		13					13
GRAND TOTAL		289	5		12	12	294
MOTOR CARS		3					3
MOTOR CAR TRAILER		1					1
TOTAL MOTOR CARS		4					4

CHICAGO GREAT WESTERN RAILROAD COMPANY

CARS OWNED AND CHANGES. YEAR ENDED JUNE 30. 1914

EXHIBIT 24

	Owned June 30, 1913		Added by Purchase During the Year	Sold, Broken up or Condemned	Changed from another Class	Changed to another Class	Owned June 30, 1914	
	Wood	Steel					Wood	Steel
PASSENGER EQUIPMENT:								
Baggage	28	6					28	6
Baggage and Mail	12		1	2			11	
Baggage and Passenger	6						6	
Baggage and Buffet	3						3	
Baggage, Mail and Passenger	3						3	
Business	2	1					2	1
Buffet and Chair	3						3	
Chair	28	8					28	8
Dining	4						4	
Observation, Cafe and Club	7	2					7	2
Passenger	46	5	6				46	11
Passenger and Smoker	0	2					0	2
Postal	3		1				3	1
Total Passenger	145	24	8	2			144	31
FREIGHT EQUIPMENT:								
Automobile	171						171	
Box	7,020			186		10	6,824	
Caboose	138			2			136	
Flat	795			12		5	778	
Furniture	486			14			472	
Gondola	1,136			9		3	1,124	
Refrigerator	452			5			447	
Stock	831			4			827	
Total Freight	11,029			232		18	10,779	
ROADWAY SERVICE EQUIPMENT:								
Auxiliary Tenders	3				1		4	
Automatic Track Inspector	1						1	
Ballast Spreaders	4						4	
Ballast Cars	289			2			287	
Ballast Plows	6						6	
Boarding	31			5	4		30	
Cinder Cars	68			8			60	
Derricks	6						6	
Ditchers	3						3	
Flangers	4						4	
Hart Convertible Cars	200						200	
Lidgerwood Unloader	3						3	
Locomotive Crane and Clamshell	2						2	
Locomotive Crane and Magnetic Loader	1						1	
Locomotive Crane	1						1	
Miscellaneous (Other Roadway Cars)	1						1	
Motor Inspection Car	1						1	
Meal Cars	1						1	
Pile Drivers	4						4	
Rail Loader	1		2				3	
Roadway Gondolas	12						12	
Snow Plows	4						4	
Steam Shovels	3						3	
Spreaders	3			1			2	
Scale Testing Car	1						1	
Shop Cars	5				6		11	
Tool Cars	23			2	3		24	
Tank Cars	0		2		1		3	
Wrecking Cranes	2						2	
Work Cars—Flat	6				3		9	
Work Cars—Box	2						2	
Well Drilling Outfit	1						1	
Total Roadway Service	692		4	18	18		696	
Grand Total	11,890		12	252	18	18	11,650	

CHICAGO GREAT WESTERN RAILROAD COMPANY

CHANGES IN WEIGHT AND CAPACITY OF FREIGHT CAR EQUIPMENT DURING YEAR ENDED JUNE 30, 1914

EXHIBIT 25

	Number of Cars	Average Weight per Car (Pounds)	Total Capacity (Pounds)	Average Capacity per Car (Pounds)
Box Cars:				
June 30, 1913	7,020	31,143	478,060,000	68,100
June 30, 1914	6,824	34,340	467,860,000	68,561
Decrease	2.79%	*10.27%	2.13%	* .68%
Flat Cars:				
June 30, 1913	795	26,419	55,890,000	70,302
June 30, 1914	778	28,364	54,880,000	70,540
Decrease	2.14%	* 7.36%	1.81%	* .34%
Furniture Cars:				
June 30, 1913	486	34,820	29,060,000	59,794
June 30, 1914	472	38,621	28,220,000	59,788
Decrease	2.88%	*10.92%	2.89%	.01%
Gondola Cars:				
June 30, 1913	1,136	32,356	98,270,000	86,505
June 30, 1914	1,124	34,478	97,620,000	86,850
Decrease	1.06%	* 6.56%	.66%	* .40%
Refrigerator Cars:				
June 30, 1913	452	36,775	26,950,000	59,624
June 30, 1914	447	43,649	26,650,000	59,619
Decrease	1.11%	*18.69%	1.11%	.01%
Stock Cars:				
June 30, 1913	831	34,237	49,860,000	60,000
June 30, 1914	827	33,590	49,620,000	60,000
Decrease	.48%	1.89%	.48%	.....
Automobile Cars:				
June 30, 1913	171	36,357	12,220,000	71,462
June 30, 1914	171	36,357	12,220,000	71,462
Decrease	.....	.....	.....	.....
Total Freight Cars:				
June 30, 1913	10,891	31,640	750,310,000	68,893
June 30, 1914	10,643	34,473	737,070,000	69,253
Decrease	2.28%	* 8.95%	1.76%	* .52%
†**Ballast Cars:**				
June 30, 1913	367	28,486	24,540,000	66,866
June 30, 1914	357	28,560	24,080,000	67,451
Decrease	2.72%	* .26%	1.87%	* .87%
†**Hart Convertible Cars:**				
June 30, 1913	200	42,800	20,000,000	100,000
June 30, 1914	200	42,800	20,000,000	100,000
Decrease	.....	.....	.....	.....
Total Cars:				
June 30, 1913	11,458	31,734	794,850,000	69,371
June 30, 1914	11,200	34,433	781,150,000	69,744
Decrease	2.25%	* 8.51%	1.72%	* .54%

†These are Roadway Service Cars which are also used in Revenue Freight Service.
*Increases.

EXHIBIT 26

ST. CHARLES HOTEL & PARK COMPANY

BALANCE SHEET JUNE 30, 1914

Cost of Property	$ 33,582.36		Capital Stock authorized	$ 36,000.00	
Less Cost of Property Sold or Destroyed	31,681.46	$ 1,900.90	Less Capital Stock not issued	7,300.00	$ 28,700.00
			Taxes Accrued		41.00
Cash		17,230.71			
Profit and Loss		9,609.39			
		$ 28,741.00			$ 28,741.00

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1914

EXPENSES		REVENUES	
Taxes	$ 88.65	Interest received	$ 682.89
Balance (gain) carried to Profit and Loss	594.24		
	$ 682.89		$ 682.89

PROFIT AND LOSS ACCOUNT JUNE 30, 1914

Balance at debit, June 30, 1913	$ 10,203.63	Balance	$ 9,609.39
		Balance (gain) brought over from Income Account.	594.24
	$ 10,203.63		$ 10,203.63
Balance at debit of Profit and Loss	$ 9,609.39		

EXHIBIT 27

IOWA TOWNSITE COMPANY

BALANCE SHEET JUNE 30, 1914

Cost of Property	$163,383.40		Capital Stock		$ 10,000.00
Less Cost of Property Sold	144,039.34	$ 19,344.06	Audited Vouchers		1.00
			Taxes Accrued		420.00
Readlyn Creamery Co. Stock		1.00	Deferred Credits		440.00
Tennant Improvement Company Stock		653.50			
Cash		3,445.49			
Bills Receivable		329.50	Profit and Loss		12,912.55
		$ 23,773.55			$ 23,773.55

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1914

EXPENSES		REVENUES	
Sundry expenses	$ 16.37	Profit on sales	$ 2,710.00
Commissions allowed on lands sold	131.32	Dividends received	4.00
Taxes	1,053.51	Interest (net)	398.55
		Rents received	184.00
Balance (gain) carried to Profit and Loss	2,096.35	Miscellaneous revenue	1.00
	$ 3,297.55		$ 3,297.55

PROFIT AND LOSS ACCOUNT JUNE 30, 1914

Dividend No. 3	$ 6,000.00	Balance at credit June 30, 1913	$ 16,780.10
		Balance (gain) brought over from Income Account.	2,096.35
Balance	12,912.55	Adjustment not affecting current year's income ...	36.10
	$ 18,912.55		$ 18,912.55
		Balance at credit of Profit and Loss	$ 12,912.55

EXHIBIT 28

IOWA DEVELOPMENT COMPANY

BALANCE SHEET JUNE 30, 1914

Cost of various townsite properties	$114,152.74		Capital Stock	$ 150,000.00
Less estimated cost of property sold	28,611.45	$ 85,541.29	Taxes Accrued	501.00
			Audited Vouchers	20.28
Cash		38,655.88		
Bills Receivable		5,656.70		
Interest Accrued		900.00		
Profit and Loss		19,767.41		
		$ 150,521.28		$ 150,521.28

INCOME ACCOUNT FOR FISCAL YEAR ENDED JUNE 30, 1914

EXPENSES		REVENUES	
Sundry expenses	$ 304.43	Rents Received	$ 610.00
Taxes	996.34	Interest Received	1,892.27
Balance (gain) carried to Profit and Loss	1,201.50		
	$ 2,502.27		$ 2,502.27

PROFIT AND LOSS ACCOUNT JUNE 30, 1914

Balance at debit June 30, 1913	$ 21,304.53	Balance (gain) brought over from Income Account.	$ 1,201.50
		Adjustment not affecting current year's income	335.62
		Balance	19,767.41
	$ 21,304.53		$ 21,304.53
Balance at debit of Profit and Loss	$ 19,767.41		

EXHIBIT 29

LEAVENWORTH TERMINAL RAILWAY & BRIDGE COMPANY

BALANCE SHEET JUNE 30, 1914

Property Account	$1,207,953.09	Capital Stock	$ 600,000.00
Real Estate	2,555.00	First Mortgage 5% Bonds	600,000.00
Cash	11,280.84	Audited Vouchers	15,040.55
Central Trust Company of New York (Cash)	17,784.12	Unpaid Coupons (Including $15,000.00 payable July 1, 1914)	15,125.00
Central Trust Company of New York (Interest Deposits)	15,125.00	C. G. W. R. R. Co. Advances	18,000.00
Central Trust Company of New York (Securities in Sinking Fund)	40,000.00	Taxes Accrued	3,399.98
Accounts Receivable	7,681.36	Deferred Credit	46.43
		Profit and Loss	50,767.45
	$1,302,379.41		$1,302,379.41

INCOME ACCOUNT FOR THE YEAR ENDED JUNE 30, 1914

EXPENSES		REVENUES	
Operating Expenses	$ 2,546.69	Property Rentals Received	$ 36,884.94
Taxes	7,037.02	Bridge Tolls	15,144.80
Interest on Funded Debt	30,000.00	Interest on Sinking Fund Account	2,433.59
Interest on Advances	1,515.07	Other Interest	175.60
Balance (gain) carried to Profit and Loss	13,540.15		
	$ 54,638.93		$ 54,638.93

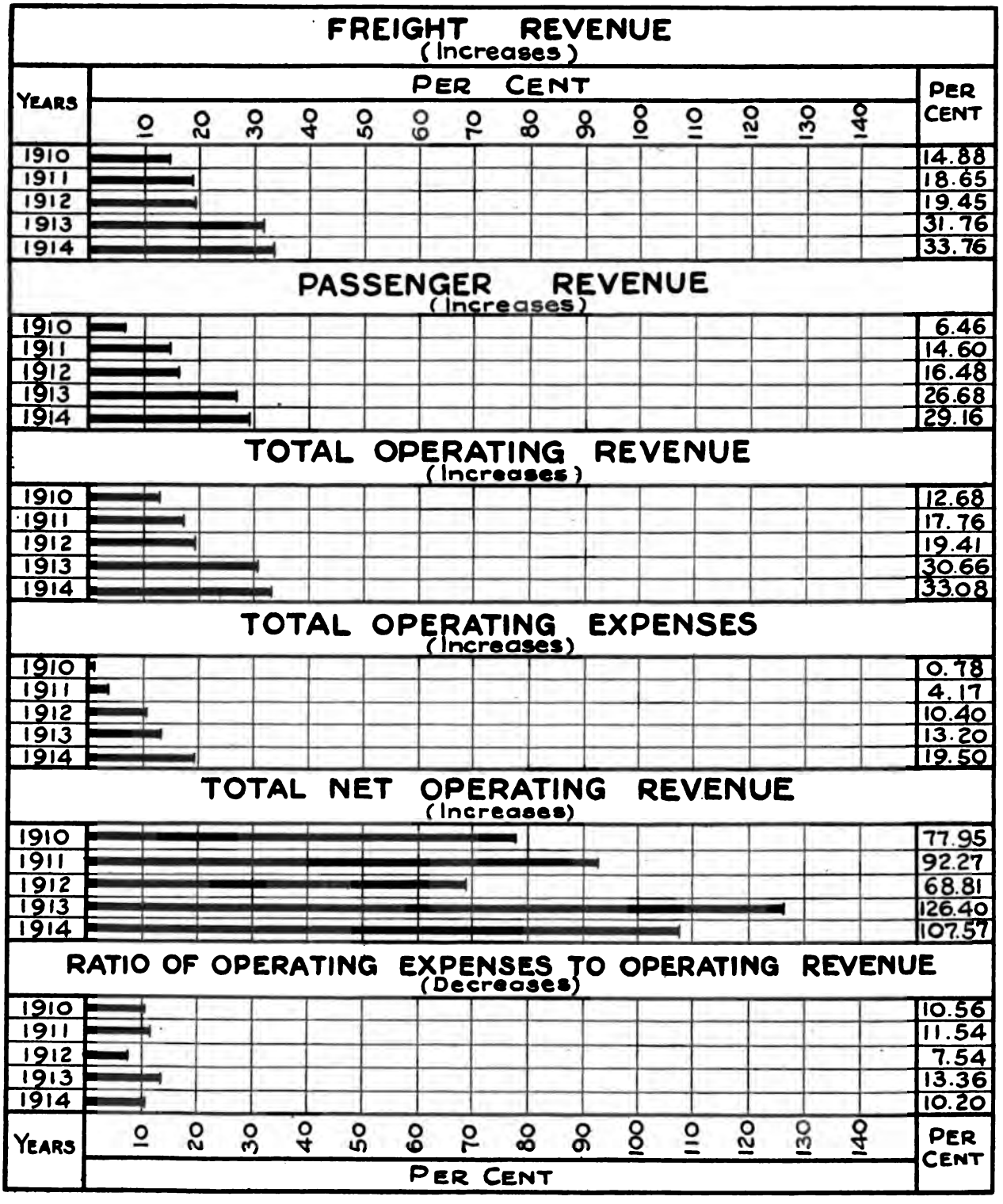
PROFIT AND LOSS ACCOUNT JUNE 30, 1914

Delayed Income Debit	$ 460.27	Balance at credit June 30, 1913	$ 37,687.57
Balance	50,767.45	Balance (gain) brought over from Income Account.	13,540.15
	$ 51,227.72		$ 51,227.72
		Balance at credit of Profit and Loss	$ 50,767.45

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 30

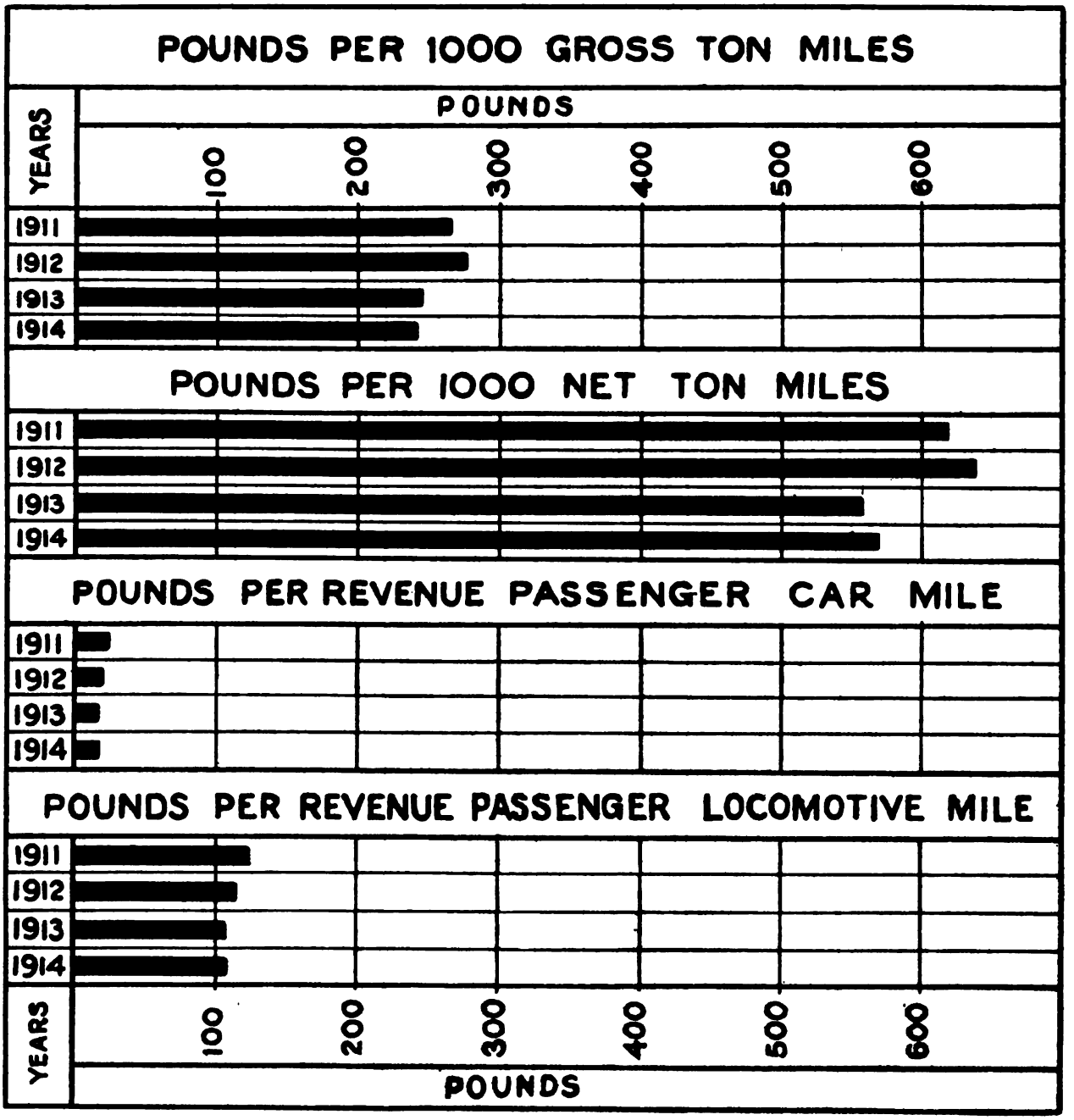
CHART SHOWING PERCENTAGES OF INCREASES AND DECREASES IN THE ITEMS AND YEARS INDICATED, AS COMPARED WITH THE YEAR ENDED JUNE 30, 1909



CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 31

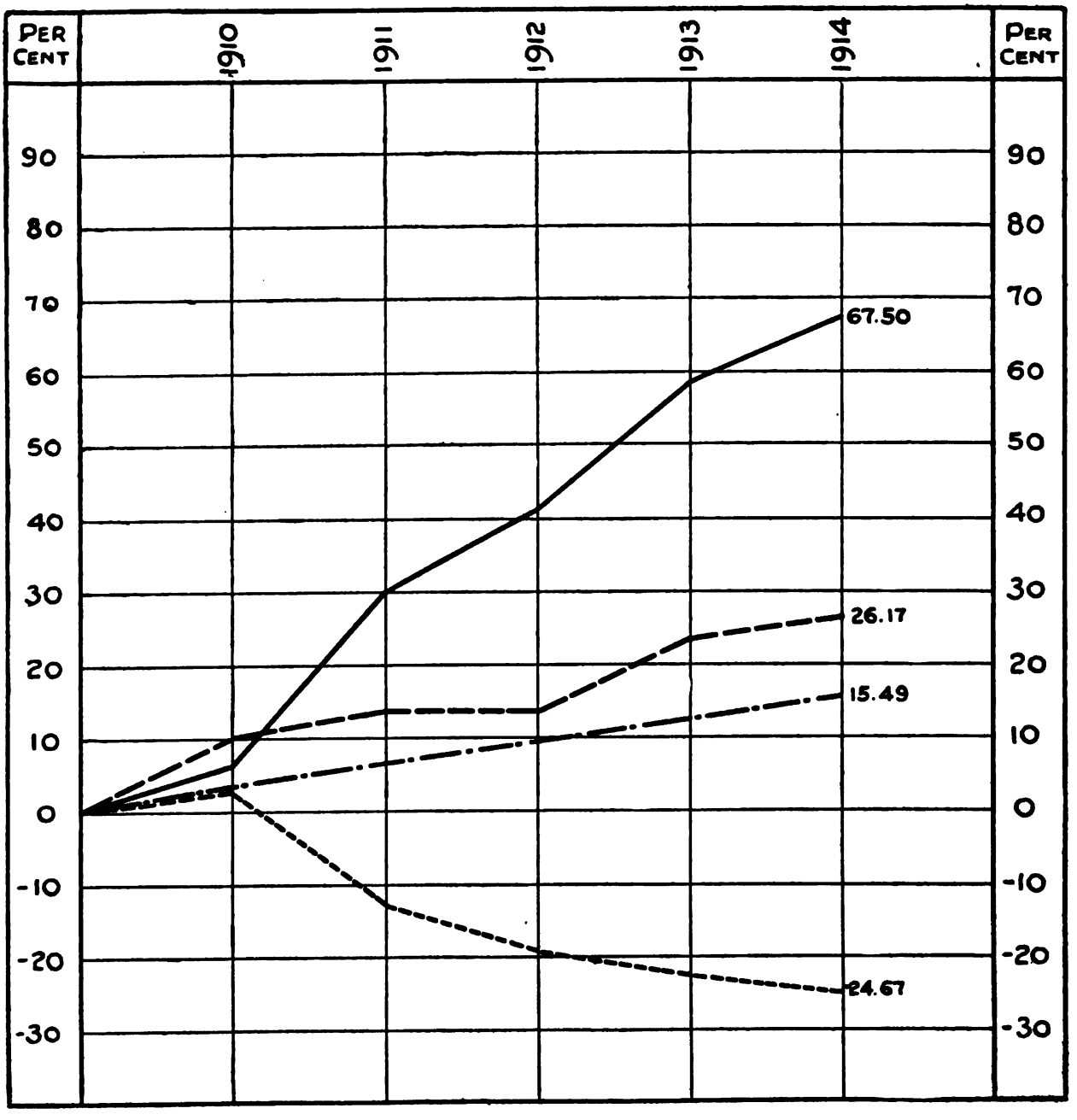
COMPARATIVE CHART SHOWING LOCOMOTIVE FUEL CONSUMPTION IN THE YEARS ENDED JUNE 30, 1911, 1912, 1913 AND 1914



CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 32

CHART SHOWING THE IMPROVEMENT IN EFFICIENCY IN HANDLING FREIGHT TRAFFIC FROM JULY 1, 1909, TO JUNE 30, 1914, AS COMPARED WITH THE YEAR ENDED JUNE 30, 1909

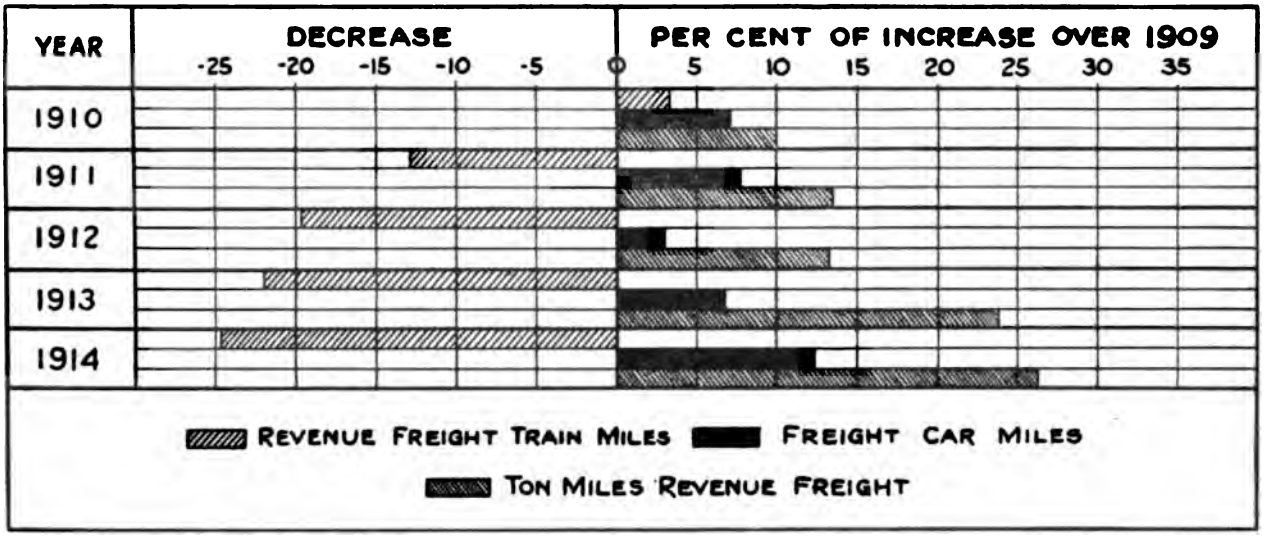


CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 33

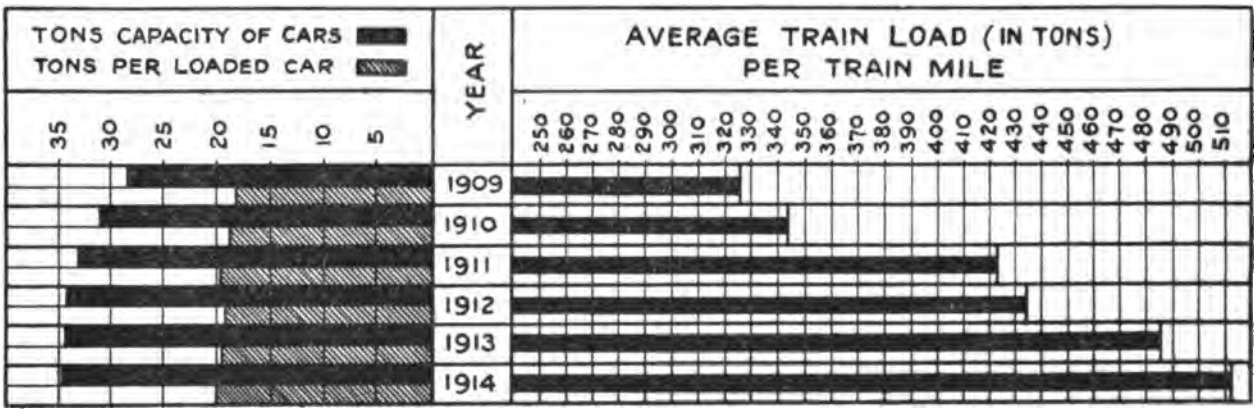
FREIGHT SERVICE AND TRAFFIC

SHOWING BY YEARS THE PER CENT OF INCREASE OR DECREASE OVER OR UNDER THE YEAR ENDED JUNE 30, 1909, IN REVENUE FREIGHT TRAIN MILES, MILES BY CARS IN FREIGHT TRAINS AND NUMBER OF TONS OF REVENUE FREIGHT CARRIED ONE MILE



AVERAGE LADING PER TRAIN AND PER CAR, ALL FREIGHT

EXHIBIT 34



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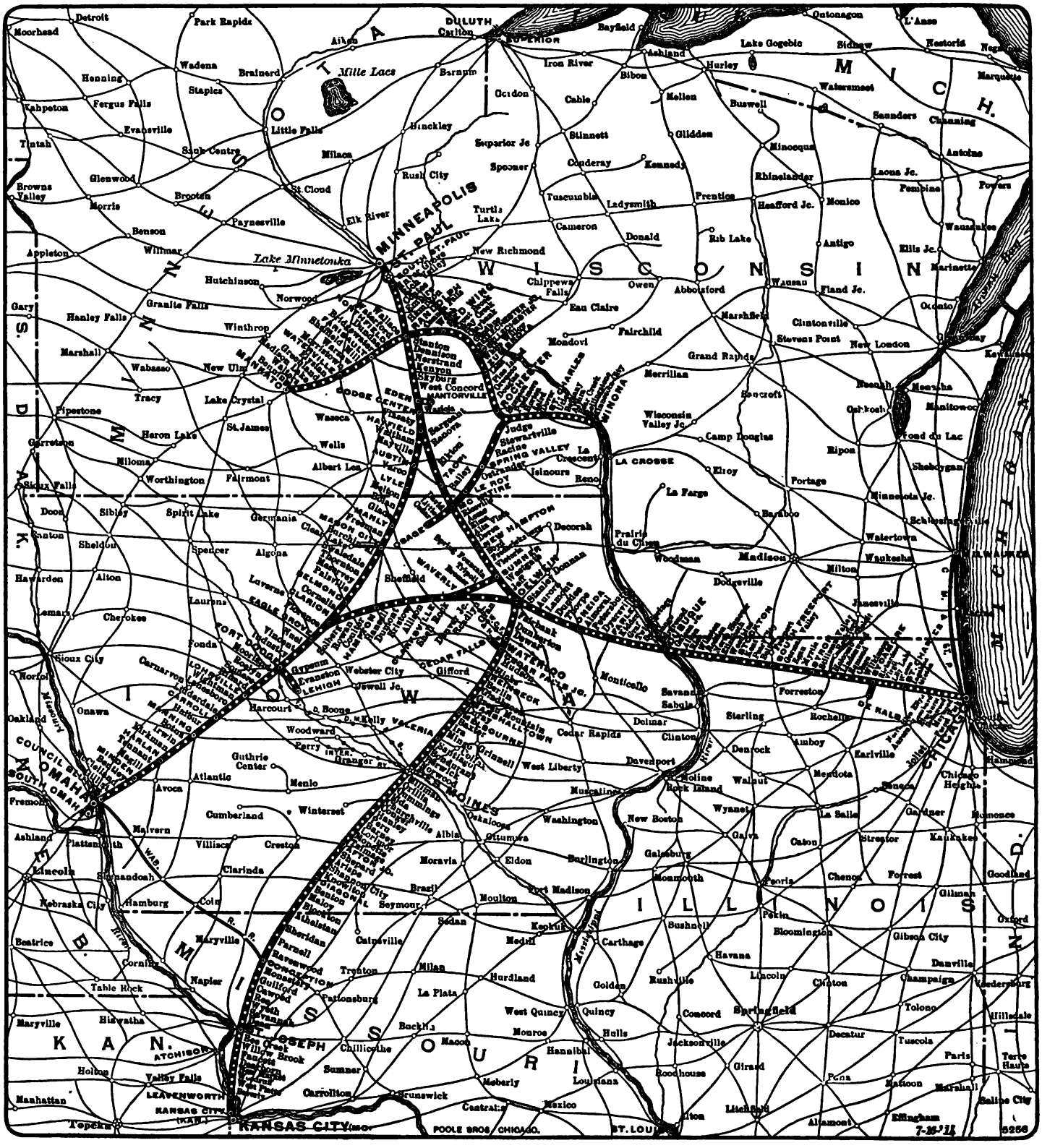
SIXTH ANNUAL REPORT

OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY.

BEING FOR THE

YEAR ENDED JUNE 30, 1915


MINNEAPOLIS
ST. PAUL
DULUTH
SUPERIOR
Mille Lacs
Lake Minnetonka
Lake Gogebic
Ashland
Hurley
Iron River
Bibon
Watersmeet
Buswell
Saunders
Channing
Antoine
Rhinelander
Laona Jc.
Pembine
Powers
Wausaukee
Elis Jc.
Marinette
Menominee
Antigo
Rib Lake
Donald
Cameron
Conderay
Kennedy
Stinnett
Glidden
Minocqua
Mellen
Cable
Ocidon
Hinckley
Superior Jc.
Spooner
Rusk City
Turtle Lake
Tuscumbia
Ladysmith
Prentice
Hemford Jc.
Monico
Owen
Abbotsford
Wausau
Fland Jc.
Marshfield
Clintonville
Stevens Point
New London
Oconto
Chippewa Falls
Eau Claire
Fairchild
Mondovi
Grand Rapids
Merrillan
Wisconsin Valley Jc.
Camp Douglas
Ripon
Berlin
Neenah
Menasha
Oshkosh
Manitowoc
Sheboygan
Fond du Lac
Elroy
LA CROSSE
La Farge
Portage
Minnesota Jc.
Baraboo
Watertown
Madison
Waukesha
Milton
Dodgeville
Janesville
Prairie du Chien
Decorah
Jaisnours
Reno
La Crescent
Judge Stewartville
Spring Valley
Oelwein
Waverly
Sheffield
Austin
Albert Lea
Wells
Waseca
Eden Center
Mantorville
West Concord
Dodge Center
Hayfield
Kasson
Dennison
Northrand
Claybug
Chatfield
Rochester
Winona
Lake Crystal
St. James
New Ulm
Wabasso
Marshall
Granite Falls
Hanley Falls
Gary
Watertown
Winthrop
Hutchinson
Norwood
Appleton
Benson
Willmar
Paynesville
Elk River
Brooten
St. Cloud
Glenwood
Browns Valley
Morris
Tintah
Evansville
Barrett
Fergus Falls
Pelican Rapids
Park Rapids
Detroit
Moorhead
Wadena
Brainerd
Staples
Little Falls
Scob Centre
Milaca
Hinckley
Barnum
Carlton
Aitkin
Henning
Kahpeton
Pipestone
Garretson
Sioux Falls
Canton
Doon
Sibley
Spirit Lake
Germania
Sheldon
Spencer
Algona
Hawarden
Alton
Cherokee
Laurens
Laverne
Sioux City
Norfolk
Onawa
Oakland
Fonda
Gypsum
Webster City
Jewell Jc.
Gifford
Eagle Grove
Dayton
Lehigh
Harcourt
Boone
Woodward
Perry
Guthrie Center
Atlantic
Menlo
Avoca
Council Bluffs
South Omaha
Omaha
Fremont
Ashland
Plattsmouth
Lincoln
Shenandoah
Nebraska City
Hamburg
Beatrice
Cumberland
Winterset
Malvern
Villisca
Creston
Clarinda
Colo
Maryville
Cornin
Napier
Table Rock
Hiawatha
Marysville
Holton
Valley Falls
Manhattan
Topeka
Atchison
Leavenworth
Kansas City
Kansas City
St. Joseph
Willow Brook
Pawnee
Sumner
Carrollton
Brunswick
Chillicothe
Trenton
Pattonsburg
Milan
La Plata
Hurdland
Macon
Monroe
Bucklin
Moberly
Centralia
Mexico
Louisiana
Hannibal
Hulls
Quincy
West Quincy
Golden
Carthage
Medill
Kepton
Sedan
Moulton
Brasil
Seymour
Cainsville
Sheridan
Athelstan
Bancroft
Blanchard
Diagonal
Corning
Shambaugh
Hastings
Parsell
Ravenwood
Conception
Monkeby
Guilford
Cawood
Rea
Pickering
Savannah
Bolckow
Farmington
Oskaloosa
Ottumwa
Albia
Washington
Eldon
Moravia
Burlington
Fort Madison
Keokuk
Galesburg
Monmouth
Peoria
Chenoa
Forrest
Goodland
Gilman
Oxford
Bushnell
Bloomington
Gibson City
Danville
Champaign
Tolono
Hillsdale
Tuscola
Paris
Terre Haute
Decatur
Jacksonville
Springfield
Concord
Rushville
Havana
Lincoln
Clinton
Girard
Roodhouse
Pana
Mattoon
Effingham
Salina City
Litchfield
Alamont
Hamilton
Nauvoo
Montrose
Keokuk
Fort Madison
Burlington
Galesburg
Moline
Rock Island
Davenport
Muscatine
New Boston
Wyanet
La Salle
Gardner
Momence
Kankakee
Streator
Chicago Heights
Chicago
Aurora
Elgin
Dekalb
Sycamore
Belvidere
Rockford
Freeport
Dubuque
Galena
Dunleith
Savanna
Sabula
Clinton
Cedar Rapids
Iowa City
Grinnell
West Liberty
Montezuma
Monticello
Forreston
Sterling
Rochelle
Amboy
Earlville
Mendota
Seneca
Walnut
Denrock
Delmar
Toledo
Marshalltown
Tama
Traer
Reinbeck
Waterloo
Cedar Falls
Hudson
Dunkerton
Independence
Oelwein
Fayette
Maynard
Strawberry Point
Manchester
Hopkinton
Delhi
Earlville
Sandwich
Plano
Yorkville
Aurora
Batavia
Geneva
Elgin
Wheaton
Glen Ellyn
Chicago
Joliet
Lockport
Blue Island
Harvey
Kankakee
Momence
Gardner
Seneca
Chicago Heights
Hammond
Whiting
Gary
Michigan City
Laporte
Valparaiso
Kouts
Wanatah
Hanna
Rolling Prairie
Michigan City
Laporte
Valparaiso
Kouts
Wanatah
Hanna
Rolling Prairie
Lake Michigan
Lake Superior
Lake Huron
Lake Erie
Lake Ontario
Ontonagon
L'Anse
Negaunee
Marquette
Escanaba
Menominee
Green Bay
Kewaunee
Two Rivers
Manitowoc
Sheboygan
Port Washington
Milwaukee
Racine
Kenosha
Waukegan
Evanston
Chicago
Gary
Hammond
Whiting

SIXTH ANNUAL REPORT

OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY,

BEING FOR THE

YEAR ENDED JUNE 30, 1915

I.

BOARD OF DIRECTORS:

		Term Expires
C. H. CONOVER	CHICAGO	1915
CLYDE M. CARR	CHICAGO	1915
A. A. SPRAGUE, II	CHICAGO	1915
E. C. FINKBINE	DES MOINES	1915
JOHN WASHBURN	MINNEAPOLIS	1916
JOHN A. SPOOR	CHICAGO	1916
MILTON TOOTLE, JR	ST. JOSEPH	1916
G. W. WATTLES	OMAHA	1917
E. F. SWINNEY	KANSAS CITY	1917
*E. N. HURLEY	CHICAGO	1917
SAMUEL M. FELTON	CHICAGO	1918
CHARLES STEELE	NEW YORK	1918
JOHN R. MORRON	NEW YORK	1918

*Resigned to accept appointment on Federal Trade Commission.

OFFICERS:

SAMUEL M. FELTON	PRESIDENT
JOSEPH W. BLABON	VICE-PRESIDENT
JOHN BARTON PAYNE	GENERAL COUNSEL
RALPH M. SHAW	ASSISTANT GENERAL COUNSEL
J. F. COYKENDALL	SECRETARY AND TREASURER
CON. F. KREBS	GENERAL AUDITOR
J. A. GORDON	GENERAL MANAGER
C. G. DELO	CHIEF ENGINEER
G. M. CROWNOVER	SUPERINTENDENT OF MOTIVE POWER
OSCAR TOWNSEND	GENERAL FREIGHT AGENT
A. L. CRAIG	GENERAL PASSENGER AGENT
B. BRIARD	PURCHASING AGENT

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1915

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended June 30, 1915:

MILES OF ROAD AND TRACKS OPERATED AT JUNE 30:

	1915	1914	Increase	Decrease
FIRST MAIN TRACK:				
Owned	757.47	756.01	1.46	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	375.23	378.13		2.90
*Wisconsin, Minnesota & Pacific R. R.	277.43	277.43		
Total	1,410.13	1,411.57		1.44
Trackage Rights Leased from Other Companies	85.93	84.65	1.28	
Total First Main Track Owned, Controlled and Leased	1,496.06	1,496.22		.16
*Less Leased to M. St. P. R & D. E. T. Co	68.96			68.96
Total First Main Track Operated	1,427.10	1,496.22		69.12
SECOND MAIN TRACK:				
Owned	57.82	57.43	.39	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	1.04	1.04		
Total	58.86	58.47	.39	
Trackage Rights Leased from Other Companies	(a) 70.35	(a) 69.38	.97	
Total Second Main Track Operated	(a) 129.21	(a) 127.85	1.36	
SIDE TRACKS:				
Owned	372.85	369.44	3.41	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	105.40	105.51		.11
*Wisconsin, Minnesota & Pacific R. R.	38.63	38.58	.05	
Total	516.88	513.53	3.35	
Trackage Rights Leased from Other Companies	52.68	35.79	16.89	
Total Side Tracks Owned, Controlled and Leased	569.56	549.32	20.24	
*Less Leased to M. St. P. R. & D. E. T. Co	10.99			10.99
Total Side Tracks Operated	558.57	549.32	9.25	
TOTAL ALL TRACKS:				
Owned	1,188.14	1,182.88	5.26	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	481.67	484.68		3.01
*Wisconsin, Minnesota & Pacific R. R.	316.06	316.01	.05	
Total	1,985.87	1,983.57	2.30	
Trackage Rights Leased from Other Companies	(a) 208.96	(a) 189.82	19.14	
Total All Tracks Owned, Controlled and Leased	(a) 2,194.83	(a) 2,173.39	21.44	
*Less Leased to M. St. P. R. & D. E. T. Co	79.95			79.95
Total All Tracks Operated	(a) 2,114.88	(a) 2,173.39		58.51

(a) Includes 22.48 miles of third and fourth main tracks of the Great Northern Ry. and St. Paul Union Depot Co., between St. Paul and Minneapolis, over which this Company has trackage rights.

NOTE: The increase of 1.46 miles in main track owned is due to changes made in connections at Hayfield, Minn., at West end of Leavenworth bridge and at Kansas City, Mo.

The decrease of 2.90 miles in main track of M. C. & Ft. D. R. R. is due to abandonment of the Coalville Branch, in Iowa.

The increase of 1.28 miles in main track trackage rights leased from other companies is due to changes incident to the establishment of the new union station and terminals in Kansas City and to changes in the connections with the Union Pacific R. R. and the Leavenworth Terminal Railway in Leavenworth.

OPERATING EXPENSES:

OPERATING EXPENSES, as compared with the previous year, decreased $477,067.23. The details are as follows:

MAINTENANCE OF WAY AND STRUCTURES increased $135,645, in the following accounts: Ties, Roadway Buildings, Fuel Stations, Telegraph and Telephone Lines, Signals and Interlockers, Roadway Machines, Removing Snow, Ice and Sand, Injuries to Persons; and there were decreases amounting to $292,502 in the following accounts: Superintendence, Bridges, Trestles and Culverts, Rails, Other Track Material, Ballast, Track Laying and Surfacing, Crossings and Signs, Station and Office Buildings, Shops and Enginehouses, Paving, Small Tools and Supplies, Assessment for Public Improvements, Maintaining Joint Tracks, Yards and Other Facilities.

In the net the expenses under this heading decreased $156,857.

MAINTENANCE OF EQUIPMENT increased $182,565 in the following accounts: Power Plant Machinery, Freight-Train Cars—Depreciation, Freight-Train Cars—Retirements, Work Equipment—Repairs, Work Equipment—Retirements; and there was a decrease of $175,212 in the following accounts: Superintendence, Shop Machinery, Steam Locomotives—Repairs, Steam Locomotives—Retirements, Freight-Train Cars—Repairs, Passenger-Train Cars—Repairs, Injuries to Persons.

In the net there was an increase of $7,353 in the expenses under this heading.

TRAFFIC EXPENSES increased $5,460 in various accounts, against which there were decreases amounting to $21,702 in Outside Agencies, Advertising and other accounts.

In the net the expenses under this heading decreased $16,242.

TRANSPORTATION EXPENSES increased $31,467 in the following accounts: Operating Joint Yards and Terminals, Lubricants for Train Locomotives, Train Supplies and Expenses, and Other Expenses. There were decreases amounting to $312,565 in the following accounts: Superintendence, Station Employes, Weighing, Inspection and Demurrage Bureaus, Yard Masters and Yard Clerks, Yard Conductors and Brakemen, Yard Enginemen, Fuel for Yard Locomotives, Train Enginemen, Fuel for Train Locomotives, Water for Train Locomotives, Other Supplies for Train Locomotives, Enginehouse Expenses—Train, Trainmen, Signal and Interlocker Operation, Telegraph and Telephone Operation, Stationery and Printing, Operating Joint Tracks and Facilities, Clearing Wrecks, Damage to Property, Loss and Damage—Freight, Injuries to Persons.

In the net the expenses under this heading decreased $281,098.

MISCELLANEOUS OPERATIONS increased $6,514.

GENERAL EXPENSES decreased $25,946.

TRANSPORTATION FOR INVESTMENT—Cr., $10,789. Formerly the charges for transportation of materials required for additions to and improvement of the property were credited to Freight Revenue. Since July 1, 1914, the regulations of the Interstate Commerce Commission require them to be applied in reduction of current Operating Expenses.

The work done on the roadbed and track during the years ended June 30, 1915 and 1914, was as follows:

	1915	1914
BALLAST:		
Miles of track reballasted with gravel	145.35	134.98
Miles of track reballasted with rock	2.76	5.30
Miles of track reballasted with other material	13.52	9.00
Total miles of track reballasted	161.63	149.28
BRIDGES, TRESTLES AND CULVERTS:		
Lineal feet of bridges, trestles and culverts rebuilt or replaced	10,250.00	4,872.00
ROADBED:		
Miles of roadbed widened and grades rectified	6.59	11.56
Miles of ditching for roadbed drainage (track miles)	16.29	8.23
Number of cuts widened	17.00	33.00
Cubic yards of material moved	47,890.00	68,121.00
Miles of right of way fencing rebuilt (track miles)	41.79	66.58
Cross Fences and Cattle Guards	221.00	455.00
RAILS:		
Miles of track relaid with new 85-lb. steel rail	43.82	49.28
Miles of track relaid with 75-lb. relaying steel rail	19.59	44.72
Miles of track relaid with 60-lb. relaying steel rail	.....	.51
Total miles of track relaid	63.41	94.51
CROSS TIES PUT IN TRACK:		
Total number treated cross ties	17,510	64,574
Total number untreated cross ties	341,982	470,185
Total number of cross ties put in track	359,492	534,759
Equal to miles of continuous track	124.82	187.39
TIE PLATES AND RAIL JOINTS:		
Total number of new tie plates	142,824	170,884
Equal to miles of continuous track	24.80	29.59
Total number of new rail joints	24,891	58,008
Equal to miles of continuous track	77.77	181.27

The work done upon the equipment during the year was as follows:

172 locomotives received heavy repairs and 60 received light repairs, at the average cost of $2,004.19 for the former, and $373.09 for the latter.

83 passenger-train cars received heavy repairs or rebuilding, and 67 received light repairs at the average cost of $1,046.56 for the former, and $225.57 for the latter.

Of freight-train cars 3,407 received heavy repairs at an expense of $378,990.54, and 65,726 received light repairs, at an expense of $607,229.30.

The changes in the equipment between July 1, 1914, and June 30, 1915, were as follows:

	DEDUCTIONS		ADDITIONS	
	Sold or Destroyed	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	2	12	.....	12
Baggage Cars	.....	.....	.....	1
Baggage and Mail Cars	.....	1	.....	.....
Baggage and Passenger Cars	1	.....	2	.....
Business Cars	1	.....	.....	.....
Observation, Cafe and Club Cars	.....	.....	4	.....
Automobile Cars	1	.....	.....	36
Box Cars	167	9	500	.....
Cabooses	4	.....	.....	.....
Flat Cars	129	3	.....	.....
Furniture Cars	10	36	.....	.....
Gondola Cars	130	1	300	.....
Refrigerator Cars	13	.....	.....	.....
Stock Cars	8	.....	.....	.....
Auxiliary Tenders	1	.....	.....	3
Automatic Track Inspectors	.....	.....	3	.....
Ballast Cars	211	.....	.....	.....
Boarding Cars	.....	.....	*1	.....
Cinder Cars	23	.....	.....	9
Snow Plows	1	.....	.....	.....
Shop Cars	1	.....	.....	.....
Work Cars—Flat	.....	.....	.....	1

*One boarding car which was reported destroyed last year, was rebuilt and returned to service this year.

INDUSTRIAL DEVELOPMENT:

The following industries have been located on the company's line during the year:

ST. JOSEPH.—A company incorporated for $100,000, to engage in the manufacture of assorted bakery goods, has located on this company's tracks. The product of this industry is distributed throughout Missouri, Iowa, Kansas and Nebraska.

RICEVILLE.—The creamery which has been closed for several years is again in operation.

MCINTIRE.—A grain elevator has been remodeled and its capacity increased 50%.

HAYFIELD.—A grain elevator which has been idle for several years has been remodeled and is now in operation.

KENYON.—The grain elevator has been remodeled at a cost of about $5,000, preparatory to handling this season's grain crop.

COATES.—The grain elevator which was destroyed by fire some time ago has been replaced by a new elevator of 30,000 bushels capacity and will be ready to handle this season's grain crop.

ST. PAUL.—A hay and grain warehouse costing about $20,000 is in course of construction on property adjoining the company's tracks.

A company of wholesale grocers has moved its business into a building served by this company's tracks.

STEWARTVILLE.—The creamery has been rebuilt at a cost of about $6,500.

WINONA.—A concrete grain elevator having a storage capacity of 500,000 bushels has just been completed.

MAGILL.—A co-operative association has established a grain elevator and coal sheds.

OMAHA.—An Alfalfa Milling Co. has completed an alfalfa feed mill of 150 tons per day capacity. The same company has also erected a grain elevator with a capacity of 20,000 bushels.

A milling company adjacent to this company's tracks has enlarged its grain elevator, increasing its capacity to 200,000 bushels and will engage in shipping wheat in addition to its milling operations.

Grain elevators have been erected at Dunkerton, Bondurant, Peru, Barney and Athelstan.

Branch storage and distributing stations for the handling of petroleum oils have been located on this company's tracks at Fairbank, Shannon City, Savannah, Sumner, New Hampton, Hayfield, West Concord, Goodhue, Osage, Waverly, Belmond, Carroll and Manning.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

CHICAGO.—A 6-ton modern, electric elevator, equipped with automatic safety gates has been installed in the 4-story freight house.

DEWAR.—A station building, 16 x 34 feet in size, of frame construction has been built, replacing the former frame depot destroyed by fire.

CONCEPTION.—An L-shaped passenger station, 22 x 41 feet in size, has been constructed jointly with the Wabash Railroad.

ALTA VISTA.—The waiting room has been enlarged.

RANDOLPH.—A passenger station, 23 x 64 feet in size, has been built, replacing the old wooden station at this point. A portion of the old passenger station has been moved to a new location, remodeled and enlarged, and is now used as a freight house.

CANNON FALLS.—The station building has been moved farther from the track, remodeled and an additional waiting room provided.

MASON CITY.—A passenger station, 32 x 107 feet in size, of brick and tile construction, has been built for the joint use of the Chicago, Rock Island & Pacific Railway and this company.

BENTLEY.—A frame station, 16 x 40 feet in size, has been completed, replacing the former depot destroyed by fire.

COALING STATIONS:

ST. JOSEPH.—A 100-ton steel concrete mechanical coaling plant, equipped with scales, has been completed, replacing the old wooden, gravity coaling trestle.

CLARION.—A 100-ton steel mechanical coaling plant, equipped with scales, is now under construction, replacing the old wooden, gravity coaling trestle at that point.

CARROLL.—A 100-ton steel and concrete mechanical coaling plant, equipped with scales, has been completed, replacing the old wooden, gravity coaling stations at Manning and Lohrville.

WATER STATIONS:

FAIR GROUND.—The water station has been improved by the addition of a 50,000 gallon tank.

THORPE.—An oil engine has been installed replacing the steam pumping plant, and a 100,000 gallon steel tank is now being erected replacing the old 50,000 gallon wooden tank.

OELWEIN.—The old 100,000 gallon wooden tank at the roundhouse has been replaced with a 100,000 gallon steel tank. A new 10-inch main to supply this tank is now being laid from the shops to the roundhouse.

PERU.—The steam pumping plant has been replaced with an oil engine.

BLOCKTON.—The steam pumping plant has been replaced with an oil engine.

PARNELL.—The old 50,000 gallon wooden tank has been replaced with an 80,000 gallon steel tank, and the steam pumping plant has been replaced with an oil engine.

KENYON.—An oil engine has been installed replacing the steam pumping plant.

RANDOLPH.—The old 50,000 gallon wooden tank has been replaced with a 100,000 gallon steel tank. New water columns have been installed so that engines may take water while making the station stop.

GOODHUE.—The pumping plant has been reconstructed and the obsolete type of gasoline engine has been replaced with an oil engine.

MISCELLANEOUS BUILDINGS:

EAST STOCKTON AND DUBUQUE.—Unloading platforms for automobiles have been constructed.

OELWEIN.—A 1500-ton ice house has been constructed at the shop grounds, to provide ice for passenger trains and shop employes.

KANSAS CITY, KAN.—Another addition has been built to the elevator, which adds 88,000 bushels to its capacity. This addition consists of four reinforced concrete steel tanks, 20 feet 4 inches inside diameter and 86 feet high.

TRACK SCALES:

OELWEIN.—A 200-ton track scale of the most modern design in a concrete pit has been completed.

CROSSING BELLS:

Crossing bells have been installed at highway and street crossings at Wasco, Kent, Dyersville, Clare, Aurora, Sumner, New Hampton, Red Wing, Carroll and Mason City.

BRIDGES:

DURANGO.—The bridge across the Maquoketa river, consisting of nine 28-foot I beam spans resting on pile piers, was replaced with three new 60-foot through plate girder spans on new concrete piers and abutments.

WAVERLY.—The bridge across the Red Cedar river, consisting of three 120-foot combination truss spans resting on pile piers and 84 feet of trestle approaches, was replaced with two 222-foot steel truss spans.

SHOP MACHINERY:

An electric welding outfit was installed at Oelwein Shops, effecting economies estimated at $9,750 per annum. Some small tools and a number of appliances invented by our own employes were introduced, saving about $2,700 per annum.

EQUIPMENT:

The equipment was increased during the year by additions as follows:

2 Steel Cafe-Observation Cars,
2 Steel Combination Baggage and Passenger Cars,
2 Steel Observation-Cafe and Club Cars,
500 80M Capacity Steel Frame Box Cars,
300 Steel Hopper Bottom Gondola Cars.

GENERAL REMARKS:

The year just closed has been the most trying one for this company in many respects since its organization. The opening month, July, showed a decrease of $121,000, or 10.08% in Operating Revenue, as compared with July, 1913. Following that there was a decrease in Operating Revenue every month of the twelve except the last, June, in which there was a slight increase, amounting to $16,000, or 1.40%. The movement of traffic was most irregular, so much so that no estimates could be made in advance so as to secure its most economical handling. Therefore, it was fortunate that the Management was able to reduce the Operating Expenses in an amount greater than the loss in Total Operating Revenue. Especially is this so when it is remembered that the Maintenance of the Roadway and Equipment of the Company was not neglected during the year.

The loss in freight and passenger revenue as compared with the previous year is due to a loss in the average rate received. The ton miles of revenue freight in the year actually showed an increase of 14,478,522 or 1.06%, while the revenue from freight shows a decrease of $310,781 or 3.12%. This is due largely to variations in the tonnage of the different classes of traffic. However, the fact remains that the company was obliged to transport this additional tonnage with a reduction in the revenue per ton mile from 7.3 mills in 1914 to 7 mills in 1915. If the revenue per ton mile in 1915 had remained the same as in 1914, the total revenue from freight would have been $10,063,084, the largest freight earnings in the history of the property; and instead of the decrease noted above, there would have been an increase of $106,775. A similar situation appears in connection with the passenger traffic. The revenue per passenger per mile was but 1.95 cents in 1915 as compared with 2 cents in 1914. If the rate per passenger per mile in 1915 had been the same as in 1914, the revenue from passengers would have amounted to $3,154,423, or $80,373 more than the actual returns. Taking both passenger and freight together, the total decrease in revenue on account of the decrease in the average rates amounted to $497,930, an amount equal to 1.13% on the preferred capital stock of the company. This shows how seriously the slightest reduction in the average rate affects the revenues of the company.

The returns during the present year down to the date of the preparation of this report are not encouraging. July shows a slight gain in Net Income. August and September will show a loss; but there are some indications of better business conditions during the remainder of the year. The movement of the crops has been delayed on account of the weather and there will be some damage undoubtedly from this cause, but the total yield is very satisfactory, and it is hoped the result will be reflected in the earnings of later months.

The Surplus for the year was $868,194, or 1.98% on the amount of Preferred Stock outstanding.

The Average Net Income for the past six years has amounted to $2,243,205. The decisions of the Courts have indicated 7% as a reasonable return on railroad property. If this amount is capitalized at 7%, it would mean the value of the road and its equipment is but $22,726 per mile. A physical valuation of the property, when completed by the Interstate Commerce Commission, in accordance with the present law, in all probability will disclose a value of at least double that amount. The forty-one railroads in the Western Rate Case showed a return at 7% on but $28,048 per mile in 1914. It would seem, therefore, that the efforts of the officers of this company and others in the western territory to secure increased rates were fully warranted. This situation has been placed before the various Commissions and taxing bodies, and yet no substantial relief has been secured.

It will be noted that our taxes for the year show an increase of $81,262, the aggregate amount of taxes being $580,026, as against $350,644 for the year 1909, being the year previous to the organization of the new Company. This is an increase of 65.42% for the six year period.

The reserve account for accrued depreciation is as follows:

Total amount charged in the Operating Expenses, September 1, 1909, to June 30, 1914	$655,845.67
Total amount thereof applied in connection with equipment retired to June 30, 1914	55,917.81
Balance of reserve brought over at beginning of this year	599,927.86
Amount charged to Operating Expenses and credited to the reserve account in this year	148,755.22
Amount of reserve applied in connection with retirements of equipment during this year	15,743.92
Amount at credit of accrued depreciation account June 30, 1915	732,939.16

Your Directors announce with deep regret the death of Mr. James S. Bell, which occurred at Minneapolis, Minn., on Monday, April 5th, 1915.

Mr. Bell has served as a member of your Board of Directors since September 12th, 1910, and by his advice and keen interest in the affairs of the company established himself as one of its most valued members and counselors. Appropriate resolutions in respect to his memory were adopted by the Board and a copy forwarded to his family.

For detailed information as to income, balance sheet, traffic and other statistics reference is invited to the following pages.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

By Order of the Board,

SAMUEL M. FELTON,
President.

MR. S. M. FELTON, *President*,
Chicago Great Western Railroad Company,
Chicago, Illinois.

DEAR SIR:

We have audited the books and accounts of the Chicago Great Western Railroad and proprietary companies for the year ended June 30, 1915, and we hereby certify that the accompanying Balance Sheet, Income and Corporate Surplus Accounts are in accordance therewith, and are properly drawn up to exhibit correctly the condition of the Company's affairs as at June 30, 1915.

The amounts charged to Property Investment since September 1, 1909, which include rehabilitation expenditures under the reorganization plan, are, in our opinion, proper additions to property.

The securities owned by the Company pledged under its mortgages were verified by certificates from the Trustees of the mortgages and those unpledged were produced for our inspection.

The cash in the hands of the Treasurer was verified.

COMMONWEALTH AUDIT CO.,
R. W. MARTIN,
Certified Public Accountant,
Secretary.

CHICAGO, September 25, 1915.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1915 AND 1914

EXHIBIT 1

	1915	1914	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Average Miles of Road Operated	1,427.91	1,496.22			68.31	4.57
Operating Revenues:						
TRANSPORTATION REVENUE:						
Freight	$ 9,645,526.91	$ 9,956,308.18			$ 310,781.27	3.12
Passenger	3,074,049.53	3,205,991.63			131,942.10	4.12
Excess Baggage	28,971.36	33,386.59			4,415.23	13.22
Sleeping Car						
Parlor and Chair Car	19,837.99	19,187.42	$ 650.57	3.39		
Mail	212,883.77	217,368.66			4,484.89	2.06
Express	368,196.00	364,564.88	3,631.12	1.00		
Other Passenger Train	8,104.68	5,621.21	2,483.47	44.18		
Milk	172,627.40	163,721.07	8,906.33	5.44		
Switching	182,522.28	188,711.21			6,188.93	3.28
Special Service Train	9,778.35	4,273.00	5,505.35	128.84		
Other Freight Train	383.45		383.45			
Total Transportation Revenue	$ 13,722,881.72	$ 14,159,133.85			$ 436,252.13	3.08
INCIDENTAL REVENUE:						
Dining and Buffet	$ 79,977.10	$ 81,698.70			$ 1,721.60	2.11
Hotel and Restaurant	14,437.90	7,518.20	$ 6,919.70	92.04		
Station, Train and Boat Privileges	2,862.90	2,672.36	190.54	7.13		
Parcel Room	2,523.30	2,241.35	281.95	12.58		
Storage—Freight	11,127.83	13,807.37			2,679.54	19.41
Storage—Baggage	1,783.50	1,692.60	90.90	5.37		
Demurrage	37,774.50	42,937.20			5,162.70	12.02
Telegraph and Telephone	746.45	739.67	6.78	.92		
Grain Elevator						
Stockyard						
Power						
Rents of Buildings and Other Property	11,502.72	7,430.62	4,072.10	54.80		
Miscellaneous	18,833.33	15,605.70	3,227.63	20.68		
Total Incidental Revenue	$ 181,569.53	$ 176,343.77	$ 5,225.76	2.96		
JOINT FACILITY REVENUE:						
Joint Facility—Cr	$ 16,390.41	$ 14,260.97	$ 2,129.44	14.93		
Joint Facility—Dr	156.95		156.95			
Total Joint Facility Revenue	$ 16,233.46	$ 14,260.97	$ 1,972.49	13.83		
Total Railway Operating Revenue	$ 13,920,684.71	$ 14,349,738.59			$ 429,053.88	2.99
Operating Expenses:						
Maintenance of Way and Structures	$ 1,876,924.15	$ 2,033,781.37			$ 156,857.22	7.71
Maintenance of Equipment	2,398,216.42	2,390,863.22	$ 7,353.20	.31		
Traffic	561,525.97	577,768.90			16,242.93	2.81
Transportation—Rail Line	5,150,729.85	5,431,828.69			281,098.84	5.18
Miscellaneous Operations	85,867.75	79,353.65	6,514.10	8.21		
General	384,091.85	410,038.07			25,946.22	6.33
Transportation for Investment—Cr	10,789.32		10,789.32			
Total Operating Expenses	$ 10,446,566.67	$ 10,923,633.90			$ 477,067.23	4.37
Net Revenue from Railway Operations	$ 3,474,118.04	$ 3,426,104.69	$ 48,013.35	1.40		
Railway Tax Accruals	$ 580,026.24	$ 498,764.14	$ 81,262.10	16.29		
Uncollectible Railway Revenues	4,160.60		4,160.60			
Total Operating Income	$ 2,889,931.20	$ 2,927,340.55			$ 37,409.35	1.28

NOTE: For comparison the Operating Income in 1914 has been reclassified according to the revised classification of the Interstate Commerce Commission effective July 1, 1914. The figures stated above for 1914 therefore differ from those published in the annual report for that year.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 2 — COMPARATIVE STATEMENT OF GROSS INCOME, DEDUCTIONS FROM GROSS INCOME AND NET INCOME FOR THE YEARS ENDED JUNE 30, 1915 AND 1914

	1915	1914	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Total Operating Income (Exhibit 1)	$ 2,889,931.20	$ 2,927,340.55			$ 37,409.35	1.28
Non-Operating Income:						
Joint Facility Rent Income	$ 63,786.28	$ 34,807.68	$ 28,978.60	83.25		
Income from Lease of Road	68,959.92		68,959.92			
Miscellaneous Rent Income	43,071.03	46,954.94			$ 3,883.91	8.27
Dividend Income	4,494.83	10,484.00			5,989.17	57.13
Income from Funded Securities	1,569.95	1,450.16	119.79	8.26		
Income from Unfunded Securities and Accounts	62,635.92	52,000.50	10,635.42	20.45		
Miscellaneous Income	1,700.15	442.60	1,257.55	284.13		
Total Non-Operating Income	$ 246,218.08	$ 146,139.88	$ 100,078.20	68.48		
Gross Income	$ 3,136,149.28	$ 3,073,480.43	$ 62,668.85	2.04		
Deductions from Gross Income:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 1,032,660.00	$ *1,032,580.00	$ 80.00	.01		
Interest on Funded Debt, Mason City and Fort Dodge Railroad Company	480,000.00	480,000.00				
Interest on Funded Debt—Miscellaneous	1,309.68	*1,116.67	193.01	17.28		
Total Interest on Funded Debt	$ 1,513,969.68	$ 1,513,696.67	$ 273.01	.02		
Interest on Unfunded Debt	136.59	*133.85	2.74	2.05		
Total Interest	$ 1,514,106.27	$ 1,513,830.52	$ 275.75	.02		
Hire of Equipment—(Debit Balance)	487.48	50,399.60			$ 49,912.12	99.03
Joint Facility Rents	693,927.02	560,507.28	133,419.74	23.80		
Miscellaneous Rents	31,815.84	32,342.26			526.42	1.62
Miscellaneous Tax Accruals	302.44	*317.60			15.16	4.77
Amortization of Discount on Funded Debt	13,510.44	13,416.07	94.37	.70		
Miscellaneous Income Charges	13,806.07	*6,696.67	7,109.40	106.16		
Total Deductions from Gross Income	$ 2,267,955.56	$ 2,177,510.00	$ 90,445.56	4.15		
Net Income	$ 868,193.72	$ *895,970.43			$ 27,776.71	3.10

PROFIT AND LOSS ACCOUNT

	Debits	Credits
Balance at July 1, 1914		*$3,666,415.44
Credit balance transferred from income		868,193.72
Unrefundable overcharges		928.26
Donations		2,230.40
Miscellaneous credits		8,097.57
Difference between par value and cost of securities acquired in exchange for W. M. & P. bonds		6,908.56
Loss on retired road and equipment	$ 10,439.41	
Miscellaneous debits	18,080.00	
Balance carried to balance sheet, June 30, 1915	4,524,254.54	
	$4,552,773.95	$4,552,773.95

*As revised by directions of Interstate Commerce Commission.

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1915

EXHIBIT 3

ASSETS			LIABILITIES		
INVESTMENTS:			**CAPITAL STOCK:**		
Road and Equipment:			Chicago Great Western Railroad Company:		
Investment on September 1, 1909—Road	$106,404,554.07		Common Stock	$ 45,246,913.00	
Investment on September 1, 1909—Equipment	6,335,997.63		Preferred Stock	44,137,402.00	
Investment since September 1, 1909—Road	9,452,769.62			$ 89,384,315.00	
Investment since September 1, 1909—Equipment	6,128,984.35		Less Preferred Stock held in Treasury	234,500.00	$ 89,149,815.00
	$128,322,305.67		**LONG TERM DEBT:**		
Miscellaneous Physical Property	$ 44,498.01		Chicago Great Western Railroad Company:		
			First Mortgage 50 Year 4% Gold Bonds	$ 28,803,000.00	
INVESTMENTS IN AFFILIATED COMPANIES:			Less Bonds Held in Treasury: Fully Authorized for Issue	320,500.00	
Stocks—Pledged	$ 420,503.00		Not Available for Issue until Authorized by State Commissions	3,101,500.00	25,381,000.00
Stocks—Unpledged	447,089.90				
Bonds—Unpledged	30,537.50		Minneapolis Terminal 50 Year 3¼% Gold Bonds		500,000.00
Advances	28,665.70				
	$ 926,796.10		Mason City & Fort Dodge Railroad Company:		
OTHER INVESTMENTS:			First Mortgage 50 Year 4% Gold Bonds		12,000,000.00
Stocks—Pledged	$ 1.00		Wisconsin, Minnesota & Pacific Railroad Company:		
Bonds—Unpledged	1,500.00		First Mortgage 50 Year 4% Gold Bonds	$ 6,232,000.00	
Miscellaneous	500.00		Less, Bonds owned by Chicago Great Western Railroad Company and Pledged with Trustee of its Mortgage	6,203,000.00	29,000.00
	$ 2,001.00	$129,295,600.78			
CURRENT ASSETS:			Miscellaneous Obligations		24,000.00
			Non-negotiable Debt to Affiliated Companies		17,924.77
Cash	$ 2,776,326.85		**CURRENT LIABILITIES:**		
Loans and Bills Receivable	133,965.03		Traffic and Car Service Balances Payable	$ 467,967.38	
Traffic and Car Service Balances Receivable	90,038.44		Audited Accounts and Wages Payable	1,193,987.05	
Net Balance Receivable from Agents and Conductors	237,503.02		Miscellaneous Accounts Payable	85,191.64	
Miscellaneous Accounts Receivable	438,536.93		Interest Matured Unpaid	39,527.50	
Material and Supplies	1,115,368.89		Unmatured Interest Accrued	378,939.64	
Interest and Dividends Receivable	2,050.26		Unmatured Rents Accrued	158,942.90	
Rents Receivable	40,838.81		Other Current Liabilities	150,964.19	2,475,520.30
Other Current Assets	111,908.56				
Assets Chicago Great Western Railway	3,766.99	4,950,303.78	**DEFERRED LIABILITIES**		11,718.95
DEFERRED ASSETS:			**UNADJUSTED CREDITS:**		
Working Fund Advances		6,744.01	Tax Liability	$ 277,547.60	
			Operating Reserves	194,890.24	
UNADJUSTED DEBITS:			Accrued Depreciation—Equipment	732,939.16	
Insurance Premiums Paid in Advance	$ 1,534.04		Other Unadjusted Credits	172,035.88	1,377,412.88
Discount on Funded Debt	596,711.45		**CORPORATE SURPLUS:**		
Other Unadjusted Debits	639,752.38	1,237,997.87	Profit and Loss		4,524,254.54
Total		$135,490,646.44	Total		$135,490,646.44

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1915 AND 1914

EXHIBIT 4

	1915	1914	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Railway Operating Revenues	$ 13,920,684.71	$ 14,349,738.59			$ 429,053.88	2.99
Railway Operating Expenses	$ 10,446,566.67	$ 10,923,633.90			$ 477,067.23	4.37
Net Railway Operating Revenue	$ 3,474,118.04	$ 3,426,104.69	$ 48,013.35	1.40		
Railway Operating Revenues per Mile of Road	$ 9,748.99	$ 9,590.66	$ 158.33	1.65		
Railway Operating Expenses per Mile of Road	$ 7,315.98	$ 7,300.82	$ 15.16	.21		
Net Railway Operating Revenue per Mile of Road	$ 2,433.01	$ 2,289.84	$ 143.17	6.25		
Railway Operating Revenues per Revenue Train Mile	$ 2.43	$ 2.39	$ .04	1.67		
Railway Operating Expenses per Revenue Train Mile	$ 1.82	$ 1.82				
Net Railway Operating Revenue per Revenue Train Mile	$ .61	$ .57	$ .04	7.02		
Ratio of Operating Expenses to Operating Revenues	75.04%	76.12%			1.08	1.42
Average Mileage Operated	1,427.91	1,496.22			68.31	4.57
Revenue Train Miles	5,726,787	5,994,584			267,797	4.47
Freight Traffic:						
Revenue from Freight	$ 9,645,526.91	$ 9,956,308.18			$ 310,781.27	3.12
Tons of Revenue Freight	5,642,764	5,557,858	84,906	1.53		
Ton-Miles of Revenue Freight	1,378,504,602	1,364,026,080	14,478,522	1.06		
Ton-Miles of Revenue Freight per Mile of Road	965,400	911,648	53,752	5.90		
Average Miles hauled Revenue Freight	244.30	245.42			1.12	.46
Revenue per Ton	$ 1.71	$ 1.79			$ .08	4.47
Revenue per Ton-Mile (Cents)	.700	.730			.030	4.11
Revenue per Train Mile (including all mixed trains)	$ 3.70	$ 3.47	$ .23	6.63		
Revenue per Mile of Road	$ 6,755.00	$ 6,654.31	$ 100.69	1.51		
Tons of Revenue and Non-Revenue Freight	6,906,363	6,768,718	137,645	2.03		
Ton-Miles of Revenue and Non-Revenue Freight	1,496,958,950	1,473,203,542	23,755,408	1.61		
Average Miles hauled Revenue and Non-Revenue Freight	216.75	217.65			.90	.41
Ton-Miles of Revenue and Non-Revenue Freight per Mile of Road	1,048,357	984,617	63,740	6.47		
Passenger Traffic:						
Revenue from Passengers	$ 3,074,049.53	$ 3,205,991.63			$ 131,942.10	4.12
Revenue from Passenger Trains	$ 3,884,670.73	$ 4,009,841.46			$ 125,170.73	3.12
Revenue Passengers carried	2,825,496	2,817,637	7,859	.28		
Revenue Passenger-Miles	157,642,318	160,199,058			2,556,740	1.60
Revenue Passenger-Miles per Mile of Road	110,401	107,069	3,332	3.11		
Average Miles carried	55.79	56.86			1.07	1.88
Revenue per Passenger	$ 1.09	$ 1.14			$ .05	4.39
Revenue per Passenger-Mile (Cents)	1,950	2,001			.051	2.55
Revenue from Passengers per Revenue Train Mile (including all mixed and motor trains)	$ .95	$ .99			$ .04	4.04
Revenue from Passenger Trains per Revenue Train Mile (including all mixed and motor trains)	$ 1.21	$ 1.24			$ .03	2.42
Revenue from Passenger Trains per Mile of Road	$ 2,720.53	$ 2,679.98	$ 40.55	1.51		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1915 AND 1914

EXHIBIT 5

	1915	1914	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Freight:						
Revenue Freight Locomotive Miles (including all mixed, light and helping)	3,062,656	3,237,798			175,142	5.41
Revenue Freight Train Miles (including all mixed trains)	2,607,354	2,873,129			265,775	9.25
Per Cent of Locomotive Miles in excess of Train Miles	17.46	12.69	4.77	37.59		
Loaded Freight Car Miles	73,458,027	73,478,781			20,754	.03
Empty Freight Car Miles (including caboose)	33,765,573	33,389,799	375,774	1.13		
Total Freight Car Miles	107,223,600	106,868,580	355,020	.33		
Per Cent of Empty to Total Freight Car Miles	31.49	31.24	.25	.80		
Tons per Loaded Car—Revenue Freight	18.77	18.56	.21	1.13		
Tons per Loaded Car—All Freight	20.38	20.02	.36	1.80		
Tons per Freight Train—Revenue Freight	528.70	474.75	53.95	11.36		
Tons per Freight Train—All Freight	574.13	511.90	62.23	12.16		
Loaded Cars per Freight Train	28.17	25.57	2.60	10.17		
Empty Cars per Freight Train	12.95	11.62	1.33	11.45		
Total Cars per Freight Train	41.12	37.19	3.93	10.57		
Freight Train Miles per Mile of Road (including all mixed trains)	1,826	1,920			94	4.90
Average Miles per Freight Car per Day	27.2	24.8	2.4	9.68		
Passenger:						
Revenue Passenger Locomotive Miles (including all mixed, light and helping)	3,286,532	3,275,961	10,571	.32		
Revenue Passenger Train Miles (including all mixed and motor trains)	3,222,758	3,228,344			5,586	.17
Per Cent of Locomotive Miles in excess of Train Miles	1.98	1.47	.51	34.69		
Passenger Car Miles (all cars)	17,577,078	17,170,234	406,844	2.37		
Cars per Passenger Train (all cars)	5.45	5.32	.13	2.44		
Passengers per Train	49	50			1	2.00
Passengers per Car	13	14			1	7.14
Passenger Train Miles per Mile of Road (including all mixed and motor trains)	2,257	2,158	99	4.59		

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1915

EXHIBIT 6

COMPANY	Total Issued and Outstanding June 30, 1915	Amount in Hands of Public June 30, 1915	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 44,137,402.00	$ 43,902,902.00	$ 234,500.00	Unpledged
Common Stock	45,246,913.00	45,246,913.00		
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$128,118,867.00	$ 89,149,815.00	$ 38,969,052.00	
NOTE.—During the year $13,000 of C. G. W. Preferred Stock was issued in connection with further exchanges of W. M. & P. bonds. Of this the company acquired $9,500, and $3,500 passed into the hands of the public.				
BONDS:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 28,803,000.00	$ 25,381,000.00	$ 3,422,000.00**	Unpledged
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds	6,232,000.00	29,000.00	6,203,000.00***	Pledged
Total Bonds	$ 47,535,000.00	$ 37,910,000.00	$ 9,625,000.00	
Total Stocks and Bonds	$175,653,867.00	$127,059,815.00	$ 48,594,052.00	
NOTE.—During the year $26,000 of C. G. W. bonds were issued in connection with further exchanges of W. M. & P. bonds, $22,000 of which are held in the Company's treasury and $4,000 passed into the hands of the public.				

*Cumulative after June 30, 1914.

**Includes $3,101,500 C. G. W. R. R. Co. bonds, issued by the Trustees to C. G. W. R. R. Co. and held in the treasury. These bonds have not been approved by the State Public Utilities Commissions and are, therefore, not available for sale.

***Owned and pledged by C. G. W. R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS AND BONDS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1915

EXHIBIT 7

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged	Par Value of Bonds Pledged
Chicago Great Western Railroad Company:	Mason City & Fort Dodge Railroad Company: Common Capital Stock	$19,205,400.00	
	Preferred Capital Stock	13,635,752.00	
	Wisconsin, Minnesota & Pacific Railroad Company: Common Capital Stock	5,893,400.00	
	Minnesota Transfer Railway Company: Capital Stock	7,000.00	
	St. Paul Union Depot Company: Capital Stock	103,600.00	
	St. Joseph Union Depot Company; Capital Stock	1,000.00	
	Iowa Transfer Railway Company: Capital Stock	6,200.00	
	Iowa Development Company: Capital Stock	150,000.00	
	Iowa Townsite Company: Capital Stock	10,000.00	
	St. Charles Hotel & Park Company: Capital Stock	22,700.00	
	Iowa Sugar Company: Capital Stock	12,500.00	
	Wisconsin, Minnesota & Pacific Railroad Company: Bonds		$ 6,203,000.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$39,047,552.00	$ 6,203,000.00
Mason City & Fort Dodge Railroad Company:	Omaha Grain Terminals: Capital Stock	$ 100,000.00	
	Webster County Coal and Land Company: Capital Stock	400,000.00	
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1915

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1915	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged
Iowa Development Company: Capital Stock	150,000.00	150,000.00		150,000.00	Pledged
Iowa Transfer Railway Company: Capital Stock	34,000.00	8,100.00		6,200.00 1,900.00	Pledged Unpledged
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged
Total Stocks of Other Companies		$ 1,014,900.00	$ 720,600.00	$ 1,735,500.00	
Total Stocks and Bonds of Chicago Great Western and Proprietary Companies (Exhibit No. 6.)		48,594,052.00	.....	48,594,052.00	
Grand Total		$49,608,952.00	$ 720,600.00	$50,329,552.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAFFIC RESULTS OF CHICAGO GREAT WESTERN RAILROAD COMPANY AND PREDECESSOR COMPANIES, TEN YEARS ENDED JUNE 30, 1915

EXHIBIT 9

	1906	1907	1908	1909	*1910	1911	1912	1913	**1914	1915
Average Mileage Operated	1,475.61	1,475.61	1,475.61	1,475.61	1,498.25	1,492.16	1,496.22	1,496.22	1,496.22	1,427.91
Gross Operating Revenue	$ 10,753,642.44	$ 11,401,798.74	$ 10,390,306.28	$ 10,715,816.29	$ 12,074,743.46	$ 12,618,641.94	$ 12,795,242.13	$ 14,000,618.42	$ 14,349,738.59	$ 13,920,684.71
Gross Operating Revenue per Mile of Road	$ 7,287.59	$ 7,726.84	$ 7,041.36	$ 7,261.96	$ 8,059.23	$ 8,456.63	$ 8,551.71	$ 9,357.32	$ 9,590.66	$ 9,748.99
FREIGHT STATISTICS:										
Freight Revenue	$ 7,835,328.30	$ 8,259,016.94	$ 7,128,839.73	$ 7,434,148.32	$ 8,540,590.53	$ 8,820,370.47	$ 8,879,747.62	$ 9,795,074.38	$ 9,956,308.18	$ 9,645,526.91
Freight Revenue per Mile of Road	$ 5,309.89	$ 5,597.02	$ 4,831.11	$ 5,038.02	$ 5,700.38	$ 5,911.14	$ 5,934.79	$ 6,546.55	$ 6,654.31	$ 6,755.00
Revenue Tons Carried One Mile	1,039,632,957	1,141,014,946	1,016,330,250	1,081,120,854	1,189,185,332	1,227,893,035	1,225,238,896	1,337,724,849	1,364,026,080	1,378,504,602
Revenue Tons Carried One Mile per Mile of Road	704,545	773,249	688,753	732,660	793,716	822,896	818,890	894,070	911,648	965,400
Average Revenue per Ton Mile (cents)	.754	.724	.701	.688	.718	.718	.725	.732	.730	.700
Average Tons Revenue Freight per Train Mile	279.13	292.82	275.91	283.45	302.13	369.35	399.64	449.89	474.75	528.70
Average Tons Revenue Freight per Loaded Car Mile	14.76	15.27	15.86	16.07	16.59	17.17	17.66	18.14	18.56	18.77
Average Tons all Freight per Train Mile	313.72	327.89	313.69	325.84	343.24	422.05	434.23	483.72	511.90	574.13
Average Tons all Freight per Loaded Car Mile	16.59	17.09	18.03	18.47	18.97	19.81	19.25	19.53	20.02	20.38
Aggregate Capacity of Freight Cars	247,550	269,735	292,195	300,540	387,460	376,625	385,210	375,155	368,535	389,580
Average Capacity of Freight Cars	26.91	27.43	28.02	28.22	31.13	33.02	34.11	34.45	34.63	35.49
PASSENGER STATISTICS:										
Passenger Revenue	$ 2,367,178.23	$ 2,569,698.08	$ 2,456,606.25	$ 2,482,104.04	$ 2,642,356.87	$ 2,844,470.45	$ 2,891,153.43	$ 3,144,283.86	$ 3,205,991.63	$ 3,074,049.53
Passenger Revenue per Mile of Road	$ 1,604.20	$ 1,741.15	$ 1,664.81	$ 1,682.09	$ 1,763.63	$ 1,906.28	$ 1,932.31	$ 2,101.48	$ 2,142.73	$ 2,152.83
Passenger Revenue per Train Mile	$ .68	$ .71	$ .67	$ .69	$ .84	$ .92	$ .94	$ 1.01	$ .99	$ .95
Passenger Train Revenue	$ 2,882,425.45	$ 3,114,307.03	$ 3,066,660.50	$ 3,102,549.15	$ 3,310,863.53	$ 3,557,356.25	$ 3,639,477.93	$ 3,901,858.42	$ 4,009,841.46	$ 3,884,670.73
Passenger Train Revenue per Mile of Road	$ 1,953.38	$ 2,110.52	$ 2,078.23	$ 2,102.55	$ 2,209.82	$ 2,384.03	$ 2,432.45	$ 2,607.81	$ 2,679.98	$ 2,720.53
Passenger Train Revenue per Train Mile	$ .82	$ .86	$ .84	$ .86	$ 1.05	$ 1.15	$ 1.18	$ 1.26	$ 1.24	$ 1.21
Passengers Carried One Mile	117,597,914	125,308,778	133,063,274	138,134,435	138,735,465	149,225,662	143,642,671	153,998,072	160,199,058	157,642,318
Passengers Carried One Mile per Mile of Road	79,694	84,920	90,175	93,612	92,598	100,006	96,004	102,925	107,069	110,401
Average Rate per Passenger Mile (cents)	2.013	2.050	1.846	1.797	1.905	1.906	2.013	2.042	2.001	1.950
Average Passengers per Passenger Train Mile	34	35	36	38	44	48	47	50	50	49

*Results shown for 1910 include operations of Receivers for July and August, 1909, and of the Railroad Company for the period September, 1909, to June, 1910, inclusive, which have been revised in some minor details of classification for purposes of bringing them in exact conformity with the classification prescribed by the Interstate Commerce Commission, and for more accurate comparison with results of succeeding years.

**Results for 1914, for comparative purposes, have been revised to conform to the Interstate Commerce Commission Classification, effective July 1, 1914.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXHIBIT 10

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, FROM SEPTEMBER 1, 1909, TO JUNE 30, 1915

ROAD IMPROVEMENTS:	
Total Expenditures to June 30, 1914	*$10,229,978.31
Expenditures during year ended June 30, 1915	498,343.87
Total Expenditures to June 30, 1915	$10,728,322.18
EQUIPMENT:	
Total Expenditures to June 30, 1914	$ 6,847,773.91
Expenditures during year ended June 30, 1915	690,954.56
Total Expenditures to June 30, 1915	$ 7,538,728.47
Total Road and Equipment Expenditures	$18,267,050.65

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

EXHIBIT 11

PERFORMANCE OF LOCOMOTIVES DURING YEARS ENDED JUNE 30, 1912, 1913, 1914 AND 1915

	1912	1913	1914	1915
Average Miles run by Engines in Passenger Service	55,045	60,208	61,971	64,694
Average Miles run by Engines in Freight Service	27,803	29,083	27,998	28,967
Average Miles run by Engines in All Service	33,937	35,733	35,295	36,675
Average Freight Cars per Freight Engine Mile	29.04	30.76	32.95	34.95
Average Tons per Freight Engine Mile (Lading and Cars)	936	1,010	1,055	1,135
Per Cent of Actual Ton Miles to Potential Ton Miles	63.87	66.72	68.82	71.77
Cost in Cents of Passenger Engine Service per mile (A)	33.62	31.54	30.07	29.52
Cost in Cents of Freight Engine Service per mile (A)	57.00	54.38	55.04	53.61
Cost in Cents of Freight Engine Service per 1,000 Gross Ton Miles (A)	60.88	53.83	52.16	47.25
Pounds of Coal Consumed per Engine Mile—Passenger Service	120.68	111.41	112.84	108.12
Pounds of Coal Consumed per Engine Mile—Freight Service	256.69	248.07	258.39	253.29
Pounds of Coal Consumed per 1000 Freight Gross Ton Miles	274.19	245.55	244.89	223.23
Pounds of Coal Consumed per Engine Mile—All Service	182.50	176.33	178.56	173.74
Tons of Coal Consumed in Locomotive Service	731,987	696,223	705,865	669,062
Cost per Ton on Tenders	$ 2.185	$ 2.167	$ 2.074	$ 2.044

(A) Costs shown above include Wages of Enginemen, Enginehouse Expenses, Fuel, Oil, Tallow and Waste, Other Supplies, Running and Shop Repairs.

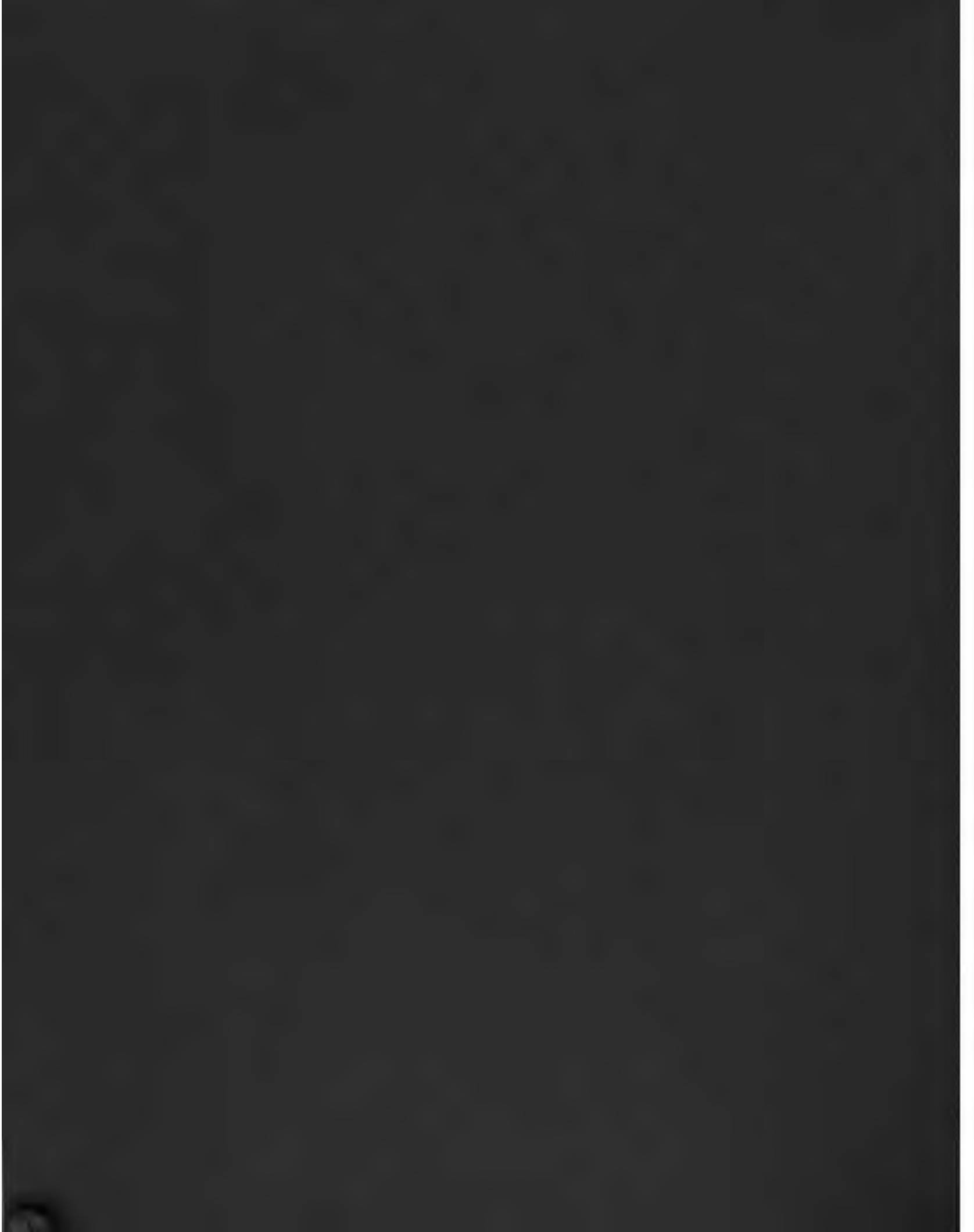
SEVENTH ANNUAL REPORT

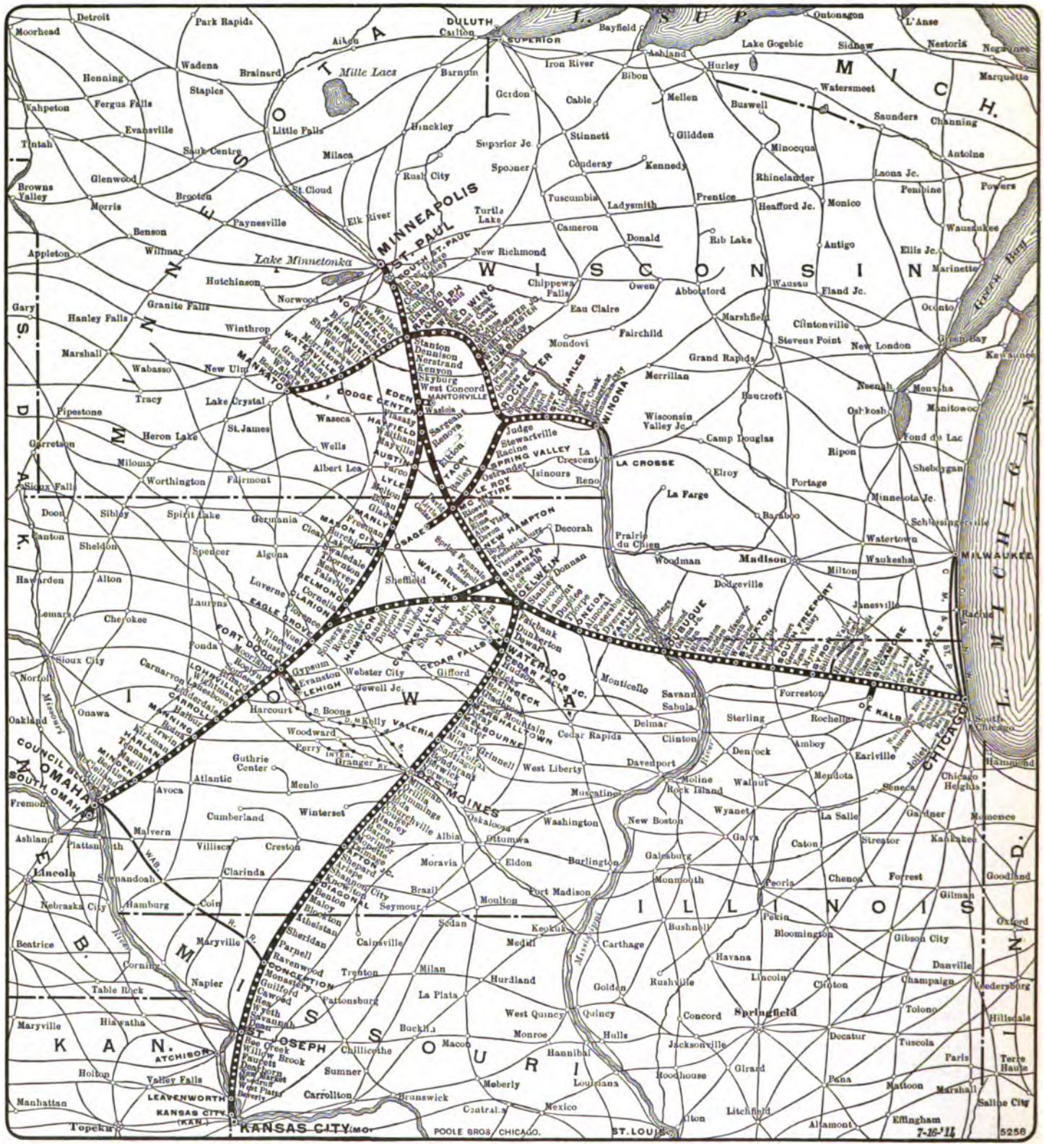
OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY

TO THE

YEAR ENDED JUNE 30, 1910





The constituent companies and their respective lines are:

CHICAGO GREAT WESTERN RAILROAD COMPANY:

Chicago, Ill., to Minneapolis, Minn., with branches Sycamore to De Kalb, in Illinois, Sumner to Waverly, in Iowa, and Eden to Mantorville, in Minnesota.

Oelwein, Ia., to Kansas City, Mo., with branch Cedar Falls Junction to Cedar Falls, in Iowa.

MASON CITY AND FORT DODGE RAILROAD COMPANY:

Oelwein, Ia., and Hayfield, Minn., to Omaha, Neb., with branch Fort Dodge to Lehigh, in Iowa.

WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:

Mankato, Minn., via Red Wing and Simpson to Osage, Ia., with branches to Winona and Bellechester, in Minnesota.

BOARD OF DIRECTORS:

		Term Expires
JOHN WASHBURN	Minneapolis	1916
JOHN A. SPOOR	Chicago	1916
MILTON TOOTLE, Jr.	St. Joseph	1916
G. W. WATTLES	Omaha	1917
E. F. SWINNEY	Kansas City	1917
E. A. CUDAHY	Chicago	1917
SAMUEL M. FELTON	Chicago	1918
CHARLES STEELE	New York	1918
JOHN R. MORRON	New York	1918
CLYDE M. CARR	Chicago	1919
A. A. SPRAGUE, II	Chicago	1919
E. C. FINKBINE	Des Moines	1919
CHARLES H. THORNE	Chicago	1919

OFFICERS:

SAMUEL M. FELTON	President
JOSEPH W. BLABON	Vice-President
JOHN BARTON PAYNE	General Counsel
RALPH M. SHAW	Assistant General Counsel
J. F. COYKENDALL	Secretary and Treasurer
CON. F. KREBS	General Auditor
J. A. GORDON	General Manager
C. G. DELO	Chief Engineer
G. M. CROWNOVER	Superintendent of Motive Power
OSCAR TOWNSEND	General Freight Agent
A. L. CRAIG	General Passenger Agent
B. BRIARD	Purchasing Agent

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED JUNE 30, 1916

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended June 30, 1916:

MILES OF ROAD AND TRACKS OPERATED AT JUNE 30:

	1916	1915	Increase	Decrease
FIRST MAIN TRACK:				
Owned	757.47	757.47		
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R	375.23	375.23		
*Wisconsin, Minnesota & Pacific R. R	277.43	277.43		
Total	1,410.13	1,410.13		
Trackage Rights Leased from Other Companies	85.93	85.93		
Total First Main Track Owned, Controlled and Leased	1,496.06	1,496.06		
*Less Leased to M. St. P. R. & D. E. T. Co		68.96		68.96
Total First Main Track Operated	1,496.06	1,427.10	(a) 68.96	
SECOND MAIN TRACK:				
Owned	57.82	57.82		
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R	1.04	1.04		
Total	58.86	58.86		
Trackage Rights Leased from Other Companies	(b) 70.35	(b) 70.35		
Total Second Main Track Operated	(b) 129.21	(b) 129.21		
SIDE TRACKS:				
Owned	375.64	372.85	2.79	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R	106.17	105.40	.77	
*Wisconsin, Minnesota & Pacific R. R	39.01	38.63	.38	
Total	520.82	516.88	3.94	
Trackage Rights Leased from Other Companies	53.83	52.68	1.15	
Total Side Tracks Owned, Controlled and Leased	574.65	569.56	5.09	
*Less Leased to M. St. P. R. & D. E. T. Co		10 99		10.99
Total Side Tracks Operated	574.65	558.57	16.08	
TOTAL ALL TRACKS:				
Owned	1,190.93	1,188.14	2.79	
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R	482.44	481.67	.77	
*Wisconsin, Minnesota & Pacific R. R	316.44	316.06	.38	
Total	1,989.81	1,985.87	3.94	
Trackage Rights Leased from Other Companies	(b) 210.11	(b) 208.96	1.15	
Total All Tracks Owned, Controlled and Leased	(b) 2,199.92	(b) 2,194.83	5.09	
*Less Leased to M. St. P. R. & D. E. T. Co		79.95		79.95
Total All Tracks Operated	(b) 2,199.92	(b) 2,114.88	85.04	

(a) The increase of 68.96 miles in main track operated is due to cancellation of lease to the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company, of the road between Randolph and Mankato, in Minnesota.

(b) Includes 22.48 miles of third and fourth main tracks of the Great Northern Ry. and St. Paul Union Depot Co., between St. Paul and Minneapolis, over which this Company has trackage rights.

OPERATING REVENUE:

The detailed statement, Exhibit 1, page 14, indicates an increase of $1,146,659.92 in the total Railway Operating Revenue in this year, over the preceding year, of which $1,107,224.46 was from transportation, $847,156.91 being from freight, and $206,606.32 from passenger.

Operating Revenue this year was the largest of any year since the organization of the present company, notwithstanding the decrease in the average revenue per ton mile from 7.00 mills in 1915, to 6.84 mills in 1916. This decrease in average revenue per ton mile alone diminished the freight revenue for 1916, $247,788. On the other hand, the average revenue per passenger mile in 1916 was 2.011 cents, as compared with 1.950 cents in 1915, which produced an increase of $100,085. in the total passenger revenue for 1916. Taken together these changes in the average revenues effected a decrease of $147,703. in the total revenue from transportation in 1916.

In considering the revenue in 1916, it should be borne in mind that more than the indicated increase for the year was earned in the eight months beginning with November, the total revenue for the first four months of the year (July to October inclusive) being $119,115. less than for the preceding year. This resulted from the unusual conditions growing mainly out of the European war.

OPERATING EXPENSES:

Exhibit 1, page 14, presents a comparative summary of the operating expenses, which are set forth in detail in Exhibit 9, pages 22, 23 and 24.

Attention is called to Exhibit 10, page 24, showing the ratios of each group of operating expenses to the total operating expenses, and to operating revenue.

Briefly analyzing the Operating Expenses it is found:

MAINTENANCE OF WAY AND STRUCTURES increased $200,958., principally in Road Maintenance; Bridges, Trestles and Culverts; Rails; Other Track Material; Track Laying and Surfacing; Water Stations; Tools and Supplies, and Maintaining Joint Tracks, Yards and Other Facilities. And decreased $94,747., principally in Ballast; Station and Office Buildings; Fuel Stations; Signals and Interlocking; Removing Snow and Ice, and Injuries to Persons.

The final increase under this heading was $106,211.

MAINTENANCE OF EQUIPMENT increased $199,324., principally in the following accounts:

Shop Machinery; Steam Locomotive Repairs; Steam Locomotive Retirements; Freight Train Cars Depreciation; Work Equipment Repairs; Work Equipment Depreciation, and Injuries to Persons.

And decreased $161,188., principally in Freight Train Cars Repairs; Freight Train Cars Retirements; Passenger Train Cars Repairs; Passenger Train Cars Retirements, and Work Equipment Retirements.

The final increase under this heading was $38,136.

TRAFFIC EXPENSES increased $5,119., principally in Advertising account. And they decreased $20,158., principally in the accounts of Outside Agencies; Traffic Associations, and Stationery and Printing.

The final decrease under this heading was $15,039.

TRANSPORTATION EXPENSES increased $182,566., principally in the following accounts:

Station Employes; Yard Conductors and Brakemen; Yard Enginemen; Fuel for Yard Locomotives; Train Enginemen; Fuel for Train Locomotives, and Trainmen.

And decreased $75,317., principally in Enginehouse Expenses; Operating Joint Yards and Terminals; Lubricants for Train Locomotives; Train Supplies and Expenses; Clearing Wrecks; Damage to Property; Loss and Damage of Freight, and Injuries to Persons.

The final increase under this heading was $107,249.

MISCELLANEOUS OPERATIONS increased $15,414., in the accounts of Dining and Buffet Service, and Hotels and Restaurants. Last year there was a credit of $467., while this year there was none.

The final increase under this heading was $15,881. (It will be noted that the revenues from dining cars and hotels and restaurants increased $20,405.46.)

GENERAL EXPENSES increased $24,319., principally in Valuation (Federal) Expenses and Joint Facilities, and decreased $15,742., principally in the accounts of Stationery and Printing, and Other Expenses.

Last year there was a credit of $14,256. growing out of settlement of an old account.

The final increase under this heading was $22,833.

The work done on the roadbed and track during the years ended June 30, 1916 and 1915, was as follows:

	1916	1915
BALLAST:		
Miles of track reballasted with gravel	30.52	145.35
Miles of track reballasted with rock	4.60	2.76
Miles of track reballasted with other material	7.15	13.52
Total miles of track reballasted	42.27	161.63
BRIDGES, TRESTLES AND CULVERTS:		
Lineal feet of bridges, trestles and culverts rebuilt or replaced	9,217.00	10,250.00
ROADBED:		
Miles of roadbed widened and grades rectified	52.00	6.59
Miles of ditching for roadbed drainage (track miles)	20.92	16.29
Number of cuts widened	70.00	17.00
Cubic yards of material moved	247,090.00	47,890.00
Miles of right of way fencing rebuilt (track miles)	49.56	41.79
Cross Fences and Cattle Guards	319.00	221.00
RAILS:		
Miles of track relaid with new 85-lb. steel rail	52.01	43.82
Miles of track relaid with 85-lb relaying steel rail	18.08	.....
Miles of track relaid with 75-lb. relaying steel rail	18.94	19.59
Miles of track relaid with 60-lb. relaying steel rail	6.33	.....
Total miles of track relaid	95.36	63.41
CROSS TIES PUT IN TRACK:		
Total number treated cross ties	46,453	17,510
Total number untreated cross ties	512,582	341,982
Total number of cross ties put in track	559,035	359,492
Equal to miles of continuous track	194.11	124.82
TIE PLATES AND RAIL JOINTS:		
Total number of new tie plates	178,368	142,824
Equal to miles of continuous track	30.97	24.80
Total number of new rail joints	85,200	24,891
Equal to miles of continuous track	266.25	77.77

The work done upon the equipment during the year was as follows:

174 locomotives received heavy repairs and 60 received light repairs, at the average cost of $2,280.14 for the former, and $405.58 for the latter.

87 passenger-train cars received heavy repairs or rebuilding, and 94 received light repairs at the average cost of $903.29 for the former, and $167.56 for the latter.

Of freight-train cars 2,834 received heavy repairs and 83,115 received light repairs at the average cost of $128.67 for the former and $6.74 for the latter.

The changes in the equipment between July 1, 1915, and June 30, 1916, were as follows:

	DEDUCTIONS		ADDITIONS	
	Sold or Destroyed	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	20	17	15	17
Postal Cars	.....	.....	1	.....
Automobile Cars	.....	1	.....	1
Box Cars	127	16	.....	.....
Caboose Cars	3	.....	.....	.....
Flat Cars	89	6	.....	.....
Furniture Cars	5	1	.....	.....
Gondola Cars	40	.....	.....	.....
Refrigerator Cars	5	.....	1	.....
Stock Cars	4	.....	.....	.....
Automatic Dump Cars	.....	.....	2	.....
Ballast Cars	35	.....	.....	.....
Boarding Cars	1	.....	.....	14
Roadway Gondolas	1	.....	.....	.....
Snow Plows	.....	.....	1	1
Shop Cars	.....	.....	.....	1
Tool Cars	7	.....	.....	3
Work Cars—Flat	.....	1	.....	4

INDUSTRIAL DEVELOPMENT:

The following industries have been located on the company's line during the year:

BYRON—A grain elevator of 20,000 bushels capacity, a warehouse for storage of flour, feed and cement; coal sheds and a steel storage tank of 10,000 gallons capacity for storage of fuel oil.

FARIBAULT—A large packing plant with capacity for slaughtering from 800 to 2,000 hogs per day is in process of construction and will be ready for operation about October 1, 1916.

FT. DODGE—A plant for the manufacture of gypsum plaster block has been considerably enlarged.

GOODHUE—Grain elevator reopened.

HAYFIELD—New coal and cement sheds erected.

LAMONT—Lumber yard established.

LILY LAKE—A concrete elevator of 30,000 bushels capacity has been constructed.

MARSHALLTOWN—A new grain elevator has been erected. The tracks of the company have been extended to a factory for small finished castings and to the plant of a lumber company dealing in lumber and building material.

MINNEAPOLIS—An elevator of 100,000 bushels capacity, located on the company's property, is in process of construction. The plant of an oil company located on property leased from this company has been enlarged by the addition of two storage tanks, each of 200,000 gallons capacity, for storage of gasoline, and six tanks, each of 12,000 gallons capacity, for storage of lubricating oil.

OMAHA—A boiler construction plant has been erected on the terminals of the company, and the elevator capacity of an alfalfa mill has been enlarged. A paper-stock company has constructed a new warehouse on land leased from this company, thereby increasing its capacity about fifty percent. A grain company has in process of construction two additional concrete tanks, each of 20,000 bushels capacity, for storage of grain, which will be completed about the middle of October, 1916.

PETERSBURG—A warehouse for storage of agricultural implements has been erected.

PINE ISLAND—A feed warehouse has been erected by an elevator company.

RENOVA—Coal sheds have been erected by a coal, lumber and grain company.

ROCHESTER—The warehouse of a dealer in hides, furs, wool and tallow has been enlarged, and additions to the coal storage facilities of three establishments located on the company's right of way have been made.

ST. CHARLES, ILL.—The capacity of the plant of a malleable iron company, located at this station, has been increased more than twenty-five per cent, and sheds for the storage of coke have been located on this company's right of way.

ST. JOSEPH—A hardware company has erected a six-story building served by the company's tracks. The establishments of a wool company and of a hide and fur company have been located on the company's right of way. The plant of a structural steel company has been enlarged.

ST. PAUL—A flour mill of 1,000 barrels per day capacity has been erected.

STANTON—The plant of a company handling lumber, coal and building material has been located on the company's right of way.

ZUMBROTA—An elevator and coal sheds have been erected.

In addition to the foregoing, the Standard Oil Company has established new distributing stations at Conception, Elizabeth, Hudson, Irwin, Lamont, Lanesboro, Lehigh, Pine Island and Vincent.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

PETERSBURG.—A station building 16 x 40 feet in size of frame construction has been completed. There were no station facilities at this point before.

OELWEIN.—A small addition has been made to the passenger station to enlarge the kitchen facilities.

GOODHUE.—The station building has been enlarged by the addition of another waiting room.

STEWARTVILLE.—A station building 24 x 80 feet in size, of frame construction, is being built to replace the one destroyed by fire.

MINNEAPOLIS.—Extensive alterations and additions are being made to the old freight and passenger station located at Tenth street and Washington avenue, and this building has been leased for a long term of years as a storage warehouse.

COALING STATIONS:

CLARION.—The one-hundred-ton steel mechanical coaling station mentioned in last year's report has been completed and placed in operation.

COUNCIL BLUFFS.—A one-hundred-ton steel mechanical coaling station, equipped with scales, has been completed, replacing the old wooden coaling trestle at that point.

RED WING.—A fifty-ton frame mechanical coaling station, equipped with scales, has heen completed, replacing the old wooden coaling trestle.

HAYFIELD.—A fifty-ton frame mechanical coaling station, equipped with scales, has been completed, replacing the old wooden coaling trestle.

GRAF.—The power plant at this coaling station has been improved by replacing the gasoline engine with an oil engine, and the substitution of a more efficient hoist for the one in use.

WATER STATIONS:

BYRON.—A new 100,000-gallon steel tank has been erected replacing a 50,000-gallon wooden tank, and oil engines have been installed for power, replacing the old steam plant.

SOUTH FREEPORT.—The old steam pumping plant at this station has been replaced by modern oil engines.

THORPE.—The 100,000-gallon steel tank mentioned in last year's report has been completed and placed in service.

OELWEIN.—The ten-inch pipe line for conveying water from the shop grounds to the roundhouse, mentioned in last year's report, has been placed in service.

CARROLL.—A pumping plant consisting of a 15-horse-power oil engine has been built, greatly reducing the cost of the water purchased from the city.

WATERLOO.—An oil-engine pumping plant has been built, eliminating the necessity of purchasing water from the city, thereby materially reducing the cost.

MARSHALLTOWN.—A 15,000-gallon wooden tank has been built, replacing one of 12,000 gallons, and a twelve-inch water column has been installed.

VALERIA.—An oil-engine pumping plant has been installed, replacing the old steam plant.

DEARBORN.—An oil engine has been installed, replacing the old steam pumping plant.

ICE HOUSES:

SOUTH DES MOINES.—A 650-ton addition has been made to the frame ice house, increasing its capacity to 2,650 tons.

CLARION.—A 1,200-ton ice house has been erected at this point in addition to the former icing facilities.

ST. PAUL.—The old ice house has been replaced by a new one of 1,950 tons capacity.

BOOM ISLAND.—A 750-ton addition has been made to the present ice house, making its total capacity 2,250 tons.

ELEVATORS:

OMAHA.—The corrugated iron forming the walls of the Independent Elevator has been removed and replaced with new iron, and the entire structure and the grain tanks adjacent thereto have been painted.

CROSSING BELLS:

Crossing bells have been installed at highway and street crossings at North Glen Ellyn, Gretna, Clare, Woodbine, Farley, Almoral, Oneida, Lamont, Lanesboro, Solberg, Belmond, Hampton, Ira, Des Moines, St. Joseph and Dearborn.

BRIDGES:

DURANGO.—The bridge across the Maquoketa River, consisting of eleven 28-foot I-beam spans resting on pile piers, has been replaced with three 70-foot through, plate-girder spans on concrete piers and abutments.

ALTURA.—Bear Creek Viaduct on Winona Branch, consisting of twenty 44-foot steel, deck truss spans on steel towers, has been reinforced to carry modern equipment.

ECONOMIES:

By the installation of a plant for reclaiming and repairing track material, by welding machines, electrical machines of various kinds, and many minor improvements to tools and machinery, a saving of $22,054 per annum, has been effected.

The saving from the use of gasoline section cars in place of the old fashioned hand car has continued, and the experience in their use since their installation some years ago has been most gratifying. They are saving approximately $39,000 per annum, with greater efficiency in the work of the section forces.

The modern coaling stations which have been installed from time to time are now effecting a saving of $31,000 per annum.

By the substitution of gasoline and oil engines and electricity for the old steam plants at water stations an average annual saving of $26,000 is now being realized.

EQUIPMENT:

The equipment has been increased during the year by additions as follows:

1 Steel postal car,
1 Russell Wing snow plow,
2 Automatic dump cars,
5 Switching locomotives,
10 Mikado-type freight locomotives.

Contracts have been made for additional equipment which had not been delivered before the close of the year, as follows:

3 Pacific-type passenger locomotives,
7 Santa Fe-type freight locomotives,
10 Switching locomotives,
2 Steel dining cars,
2 Parlor-Observation cars.

GENERAL REMARKS:

This year shows the largest gross and net earnings in the history of the company.

The present company has always been provided with equipment and track facilities to meet any sudden increase in business, and the officers have been diligently working for the last six years in an effort to get the gross earnings more nearly up to the capacity of the property. The year marks the first in which any fair test of the facilities of the road has been made.

It has been the thought of the Board of Directors from the first that if the gross earnings could be raised to fifteen million dollars, or approximately ten thousand dollars per mile, the net earnings would be equal to at least four percent on the preferred stock. This report verifies that prediction. The physical property and its locomotive equipment are today in shape to handle a gross business on present rates of twenty million dollars per annum.

What might be termed the overhead charges, i. e., taxes and rentals, have always been heavy, owing to the extensive use of other lines by the Chicago Great Western in reaching its terminals. These charges, including as rental the interest on the Mason City & Ft. Dodge bonds, amounted to $1,170,701, leaving a surplus of $2,796,792—nearly three times the annual interest on the outstanding first mortgage bonds of the Chicago Great Western Railroad.

The Company has no floating debt, short term notes, equipment trusts or any obligations due prior to January 1, 1950.

Owing to the strong cash position of the company it was able to save during the year $26,155. through discount of bills for materials and supplies purchased. The total amount so saved since September 1, 1909, is $119,329.

During the year the company earned interest on its bank balances $57,665. The total so earned since September 1, 1909, is $530,920.

A careful study of Exhibit 12 will prove of interest. It shows what has been accomplished by the expenditure of $19,444,000, or $13,788 per mile of road, on the property since its organization. The increase in Net Income yielded a return equal to 12.74% on the total expenditure.

Operating Revenue in the year shows an increase of 39.46% over 1909; Operating Expenses increased but 17.32%; Taxes, over which the company has no control, increased 57.75%. Nevertheless, the Percentage of Operating Expenses and Taxes has been reduced 14.8%, and the Net Operating Income increased 189.2%.

Among the causes contributing to this improved result is the reduction of 27.1% in Freight Train Mileage while Revenue Ton Mileage increased 41.92%; consequently the Average Revenue Tons Per Train Mile increased 94.68%, and the Revenue Per Freight Train Mile increased 93.33%. Revenue Per Ton Mile decreased .58%. It will be noted that the Average Tons of All Freight Per Train Mile this year were 610.16—a record that will compare favorably with any western line.

In the conduct of the passenger business, as compared with 1909, Passenger Train Mileage was reduced 10.36%, while Passengers One Mile increased 18.08%; Revenue Per Passenger Mile increased 11.9%; Passenger Revenue Per Train Mile increased 46.38%.

Much stress has been laid in recent years on the ratio of Transportation Expenses to total Operating Revenue. A reference to Exhibit 10 will show that the Great Western's Transportation ratio has been reduced to 34.9%, which, considering the fact that included in the Transportation account is freight paid on company coal, of $549,597, while many other lines with which it competes have abundant coal supplies on their own lines, shows in another way what has been accomplished by the additional capital expenditures on the property.

Claims paid for loss and damage of freight in 1909 amounted to 3.27% of the freight revenue. In 1916 1.8%, being a decrease of 44.95% in this one item.

During the year two dividends, one December 1, 1915, and the other May 1, 1916, of one percent each, were paid on the preferred stock of the Company out of the income since July 1, 1914, when the dividend on the preferred stock became cumulative.

The reserve account for accrued depreciation is as follows:

Total amount charged in the Operating Expenses, September 1, 1909, to June 30, 1915	$804,600.89
Total amount thereof applied in connection with equipment retired to June 30, 1915	71,661.73
Balance of reserve brought over at beginning of this year	732,939.16
Amount charged to Operating Expenses and credited to the reserve account in this year	169,261.58
Amount of reserve applied in connection with retirements of equipment during this year	21,979.45
Amount at credit of accrued depreciation account June 30, 1916	880,221.29

The amount charged to Operating Expenses and credited to reserve accounts for depreciation of equipment this year shows an increase of $20,506.36 over last year, and it is deemed to be ample to cover the actual depreciation accruing during the period.

The gross earnings since the close of the year down to the middle of September show an increase of $467,000, or 15.7%, which is exceedingly gratifying. There is every indication of this increase being maintained through the month of October; but after November first, to the end of the fiscal year, comparison will be made with the largest earnings ever made in that period by the present Company.

The following statement showing the return on the investment in Road and Equipment from date of organization of the present company (September 1, 1909) to June 30, 1916, will prove of interest:

Years ended June 30:	Property Investment.	Income Applicable to Bond Interest, Dividends, Improvement of Property and Strengthening of Credit.*	Per Cent Income of Property Investment.
1910 (10 months)	$118,467,316.67	$1,676,496.23	1.42
1911	123,371,726.67	2,304,847.65	1.87
1912	125,721,548.08	1,813,549.01	1.44
1913	127,345,039.29	2,876,611.11	2.26
1914	128,229,157.66	2,526,172.25	1.97
1915	129,295,600.78	2,371,808.78	1.83
1916	129,933,872.64	3,177,152.10	2.44

*The "Income" shown here is determined after allowing for adjustments made through profit and loss.

The amount earned in the year just closed capitalized at 7% is equal to $32,187 per mile of road, a sum probably not half the cost of reproducing the present railroad and its equipment.

Your Directors announce with deep sorrow the death of Mr. Charles H. Conover, at Chicago, on Thursday, November 4, 1915.

Mr. Conover was a highly valued and respected member of your Board of Directors and his loss is deeply mourned.

Appropriate resolutions in respect to his memory were adopted by the Board, and a copy thereof forwarded to his family.

For detailed information as to income, balance sheet, traffic and other statistics reference is invited to the following pages.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

BY ORDER OF THE BOARD,

SAMUEL M. FELTON,
President.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 1

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Average Miles of Road Operated	1,455.55	1,427.91	27.64	1.94		
Operating Revenues:						
TRANSPORTATION REVENUE:						
Freight	$ 10,492,683.82	$ 9,645,526.91	$ 847,156.91	8.78		
Passenger	3,280,655.85	3,074,049.53	206,606.32	6.72		
Excess Baggage	27,855.43	28,971.36			$ 1,115.93	3.85
Parlor and Chair Car	24,146.72	19,837.99	4,308.73	21.72		
Mail	234,093.94	212,883.77	21,210.17	9.96		
Express	367,912.80	368,196.00			283.20	.08
Other Passenger Train	5,651.41	8,104.68			2,453.27	30.27
Milk	176,114.50	172,627.40	3,487.10	2.02		
Switching	215,024.99	182,522.28	32,502.71	17.81		
Special Service Train	5,909.00	9,778.35			3,869.35	39.57
Other Freight Train	57.72	383.45			325.73	84.95
Total Transportation Revenue	$ 14,830,106.18	$ 13,722,881.72	$ 1,107,224.46	8.07		
INCIDENTAL REVENUE:						
Dining and Buffet	$ 88,387.95	$ 79,977.10	$ 8,410.85	10.52		
Hotel and Restaurant	26,432.51	14,437.90	11,994.61	83.08		
Station, Train and Boat Privileges	3,123.30	2,862.90	260.40	9.10		
Parcel Room	2,557.00	2,523.30	33.70	1.34		
Storage—Freight	13,125.02	11,127.83	1,997.19	17.95		
Storage—Baggage	1,970.84	1,783.50	187.34	10.50		
Demurrage	53,259.11	37,774.50	15,484.61	40.99		
Telegraph and Telephone	972.81	746.45	226.36	30.32		
Rents of Buildings and Other Property	11,469.19	11,502.72			$ 33.53	.29
Miscellaneous	23,770.33	18,833.33	4,937.00	26.21		
Total Incidental Revenue	$ 225,068.06	$ 181,569.53	$ 43,498.53	23.96		
JOINT FACILITY REVENUE:						
Joint Facility—Cr	$ 12,276.69	$ 16,390.41			$ 4,113.72	25.10
Joint Facility—Dr	106.30	156.95			50.65	32.27
Total Joint Facility Revenue	$ 12,170.39	$ 16,233.46			$ 4,063.07	25.03
Total Railway Operating Revenue	$ 15,067,344.63	$ 13,920,684.71	$ 1,146,659.92	8.24		
Operating Expenses:						
Maintenance of Way and Structures	$ 1,983,134.89	$ 1,876,924.15	$ 106,210.74	5.66		
Maintenance of Equipment	2,436,352.60	2,398,216.42	38,136.18	1.59		
Traffic	546,487.22	561,525.97			$ 15,038.75	2.68
Transportation—Rail Line	5,257,978.92	5,150,729.85	107,249.07	2.08		
Miscellaneous Operations	101,749.23	85,867.75	15,881.48	18.50		
General	406,924.64	384,091.85	22,832.79	5.94		
Transportation for Investment—Cr	16,129.70	10,789.32	5,340.38	49.50		
Total Operating Expenses	$ 10,716,497.80	$ 10,446,566.67	$ 269,931.13	2.58		
Net Revenue from Railway Operations	$ 4,350,846.83	$ 3,474,118.04	$ 876,728.79	25.24		
Railway Tax Accruals	$ 553,128.62	$ 580,026.24			$ 26,897.62	4.64
Uncollectible Railway Revenues	10,669.71	4,160.60	$ 6,509.11	156.45		
Total Operating Income	$ 3,787,048.50	$ 2,889,931.20	$ 897,117.30	31.04		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GROSS INCOME, DEDUCTIONS FROM GROSS INCOME AND NET INCOME FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 2

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Total Operating Income (Exhibit 1)	$ 3,787,048.50	$ 2,889,931.20	$ 897,117.30	31.04		
Non-Operating Income:						
Joint Facility Rent Income	$ 32,837.25	$ 63,786.28			$ 30,949.03	48.52
Income from Lease of Road	40,226.62	68,959.92			28,733.30	41.67
Miscellaneous Rent Income	47,489.49	43,071.03	$ 4,418.46	10.26		
Dividend Income	10,549.00	4,494.83	6,054.17	134.69		
Income from Funded Securities	1,505.00	1,569.95			64.95	4.14
Income from Unfunded Securities and Accounts	64,325.05	62,635.92	1,689.13	2.70		
Miscellaneous Income	562.83	1,700.15			1,137.32	66.90
Total Non-Operating Income	$ 197,495.24	$ 246,218.08			$ 48,722.84	19.79
Gross Income	$ 3,984,543.74	$ 3,136,149.28	$ 848,394.46	27.05		
Deductions from Gross Income:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 1,032,797.90	$ 1,032,660.00	$ 137.90	.01		
Interest on Unfunded Debt	1,337.32	1,446.27			$ 108.95	7.53
Total Interest	$ 1,034,135.22	$ 1,034,106.27	$ 28.95			
Hire of Equipment—(Balance)	*36,448.02	487.48			$ 36,935.50	
Joint Facility Rents	690,701.32	693,927.02			3,225.70	.46
Rent for Leased Roads. (Interest on Funded Debt, Mason City and Fort Dodge Railroad Company)	†480,000.00	†480,000.00				
Miscellaneous Rents	34,123.03	31,815.84	2,307.19	7.25		
Miscellaneous Tax Accruals	213.98	302.44			88.46	29.25
Amortization of Discount on Funded Debt	13,510.44	13,510.44				
Miscellaneous Income Charges	4,313.57	13,806.07			9,492.50	68.76
Total Deductions from Gross Income	$ 2,220,549.54	$ 2,267,955.56			$ 47,406.02	2.09
Net Income	$ 1,763,994.20	$ 868,193.72	$ 895,800.48	103.18		

*Credit.

†This interest is not an obligation of the Chicago Great Western R. R. Co., unless it is earned under the terms of, and as provided in, the lease.

PROFIT AND LOSS ACCOUNT

	Debits	Credits
Balance at July 1, 1915		$4,524,254.54
Credit Balance Transferred from Income		1,763,994.20
Dividend No. 1 on C. G. W. R. R. Co. 4% Preferred Capital Stock	$ 438,664.00	
Dividend No. 2 on C. G. W. R. R. Co. 4% Preferred Capital Stock	438,679.00	
Loss on Retired Road and Equipment	72,419.08	
Sundry Adjustments—Net	27,220.92	
Balance Carried to Balance Sheet, June 30, 1916	5,311,265.74	
	$6,288,248.74	$6,288,248.74

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT JUNE 30, 1916

EXHIBIT 8

ASSETS

INVESTMENTS:		
Road and Equipment:		
Investment on September 1, 1909—Road	$106,411,458.87	
Investment on September 1, 1909—Equipment	6,333,347.63	
Investment since September 1, 1909—Road	10,156,872.43	
Investment since September 1, 1909—Equipment	6,068,579.10	
	$128,970,258.03	
Miscellaneous Physical Property	$ 44,498.01	
INVESTMENTS IN AFFILIATED COMPANIES:		
Stocks—Pledged	$ 530,192.09	
Stocks—Unpledged	337,400.81	
Bonds—Unpledged	30,537.50	
Advances	18,985.20	
	$ 917,115.60	
OTHER INVESTMENTS:		
Stocks—Pledged	$ 1.00	
Stocks—Unpledged	500.00	
Bonds—Unpledged	1,500.00	
	$ 2,001.00	$129,933,872.64
CURRENT ASSETS:		
Cash	$ 2,238,585.82	
Loans and Bills Receivable	1,653.03	
Traffic and Car Service Balances—Receivable	102,088.64	
Net Balance Receivable from Agents and Conductors	293,980.11	
Miscellaneous Accounts Receivable	509,909.67	
Material and Supplies	1,616,567.33	
Interest and Dividends Receivable	1,380.26	
Other Current Assets	56,285.75	4,820,450.61
DEFERRED ASSETS:		
Working Fund Advances		6,634.25
UNADJUSTED DEBITS:		
Insurance Premiums Paid in Advance	$ 2,145.40	
Discount on Funded Debt	583,201.01	
Other Unadjusted Debits	496,599.32	1,081,945.73
Total		$135,842,903.23

LIABILITIES

CAPITAL STOCK:		
Common Stock. $ 45,246,913.00		
Less Common Stock in Treasury (a)36,400.00	$ 45,210,513.00	
Preferred Stock $ 44,137,402.00		
Less Preferred Stock in Treasury (b)269,500.00	43,867,902.00	$ 89,078,415.00
LONG TERM DEBT:		
Chicago Great Western Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	$ 28,816,000.00	
Less Bonds held in Treasury	3,433,000.00	25,383,000.00
Minneapolis Terminal 50 Year 3½% Gold Bonds		500,000.00
Mason City & Fort Dodge Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds		12,000,000.00
Wisconsin, Minnesota & Pacific Railroad Company:		
First Mortgage 50 Year 4% Gold Bonds	$ 6,232,000.00	
Less Bonds owned by Chicago Great Western Railroad Company and Pledged with Trustees of its Mortgage	6,216,000.00	16,000.00
Non-negotiable Debt to Affiliated Companies		17,924.77
CURRENT LIABILITIES:		
Traffic and Car Service Balances Payable	$ 392,795.47	
Audited Accounts and Wages Payable	983,074.14	
Miscellaneous Accounts Payable	85,501.12	
Interest Matured Unpaid	23,547.50	
Unmatured Interest Accrued	338,878.15	
Unmatured Rents Accrued:		
Interest on M. C. & Ft. D. R. R. Co. Bonds	40,000.00	
Miscellaneous Rents	56,757.03	
Other Current Liabilities	118,987.41	2,039,540.82
DEFERRED LIABILITIES:		
Other Deferred Liabilities		34,200.90
UNADJUSTED CREDITS:		
Tax Liability	$ 276,364.20	
Operating Reserves	(c)155,716.00	
Accrued Depreciation—Equipment	880,221.29	
Other Unadjusted Credits	455,999.27	1,456,868.76
CORPORATE SURPLUS:		
Additions to Property through Income and Surplus	$ 5,687.24	
Profit and Loss—Balance	5,311,265.74	5,316,952.98
Total		$135,842,903.23

(a) Held for exchange of C. G. W. R'way Co. securities.
(b) Includes $36,500 held for exchange of C. G. W. R'way Co. securities, and $8,000 against exchange of W. M. & P. R. R. Co. bonds.
(c) Denotes Debit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 4

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Railway Operating Revenues	$ 15,067,344.63	$ 13,920,684.71	$ 1,146,659.92	8.24		
Railway Operating Expenses	$ 10,716,497.80	$ 10,446,566.67	$ 269,931.13	2.58		
Net Railway Operating Revenue	$ 4,350,846.83	$ 3,474,118.04	$ 876,728.79	25.24		
Railway Operating Revenues per Mile of Road	$ 10,351.65	$ 9,748.99	$ 602.66	6.18		
Railway Operating Expenses per Mile of Road	$ 7,362.51	$ 7,315.98	$ 46.53	.64		
Net Railway Operating Revenue per Mile of Road	$ 2,989.14	$ 2,433.01	$ 556.13	22.86		
Railway Operating Revenues per Revenue Train Mile	$ 2.54	$ 2.43	$ .11	4.53		
Railway Operating Expenses per Revenue Train Mile	$ 1.81	$ 1.82			$ .01	.55
Net Railway Operating Revenue per Revenue Train Mile	$ .73	$ .61	$ .12	19.67		
Ratio of Operating Expenses to Operating Revenues	71.12%	75.04%			3.92	5.22
Average Mileage Operated	1,455.55	1,427.91	27.64	1.94		
Revenue Train Miles	5,928,141	5,726,787	201,354	3.52		
Freight Traffic:						
Revenue from Freight	$ 10,492,683.82	$ 9,645,526.91	$ 847,156.91	8.78		
Tons of Revenue Freight	5,959,813	5,642,764	317,049	5.62		
Ton-Miles of Revenue Freight	1,534,353,175	1,378,504,602	155,848,573	11.31		
Ton-Miles of Revenue Freight per Mile of Road	1,054,140	965,400	88,740	9.19		
Average Miles hauled Revenue Freight	257.45	244.30	13.15	5.38		
Revenue per Ton	$ 1.76	$ 1.71	$ .05	2.92		
Revenue per Ton-Mile (Cents)	.684	.700			.016	2.29
Revenue per Train Mile (including all mixed trains)	$ 3.77	$ 3.70	$ .07	1.89		
Revenue per Mile of Road	$ 7,208.74	$ 6,755.00	$ 453.74	6.72		
Tons of Revenue and Non-Revenue Freight	7,518,794	6,906,363	612,431	8.87		
Ton-Miles of Revenue and Non-Revenue Freight	1,696,612,126	1,496,958,950	199,653,176	13.34		
Average Miles hauled Revenue and Non-Revenue Freight	225.65	216.75	8.90	4.11		
Ton-Miles of Revenue and Non-Revenue Freight per Mile of Road	1,165,616	1,048,357	117,259	11.19		
Passenger Traffic:						
Revenue from Passengers	$ 3,280,655.85	$ 3,074,049.53	$ 206,606.32	6.72		
Revenue from Passenger Trains	$ 4,116,430.65	$ 3,884,670.73	$ 231,759.92	5.97		
Revenue Passengers carried	2,809,058	2,825,496			16,438	.58
Revenue Passenger-Miles	163,106,201	157,642,318	5,463,883	3.47		
Revenue Passenger-Miles per Mile of Road	112,058	110,401	1,657	1.50		
Average Miles carried	58.06	55.79	2.27	4.07		
Revenue per Passenger	$ 1.16	$ 1.09	$ .07	6.42		
Revenue per Passenger-Mile (Cents)	2.011	1.950	.061	3.13		
Revenue from Passengers per Revenue Train Mile (including all mixed and motor trains)	$ 1.01	$ .95	$ .06	6.32		
Revenue from Passenger Trains per Revenue Train Mile (including all mixed and motor trains)	$ 1.27	$ 1.21	$ .06	4.96		
Revenue from Passenger Trains per Mile of Road	$ 2,828.09	$ 2,720.53	$ 107.56	3.95		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 5

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Freight:						
Revenue Freight Locomotive Miles (including all mixed, light and helping)	3,352,230	3,062,656	289,574	9.45		
Revenue Freight Train Miles (including all mixed trains)	2,780,596	2,607,354	173,242	6.64		
Per Cent of Locomotive Miles in excess of Train Miles	20.56	17.46	3.10	17.75		
Loaded Freight Car Miles	81,320,126	73,458,027	7,862,099	10.70		
Empty Freight Car Miles (including caboose)	30,150,614	33,765,573			3,614,959	10.71
Total Freight Car Miles	111,470,740	107,223,600	4,247,140	3.96		
Per Cent of Empty to Total Freight Car Miles	27.05	31.49			4.44	14.10
Tons per Loaded Car—Revenue Freight	18.87	18.77	.10	.53		
Tons per Loaded Car—All Freight	20.86	20.38	.48	2.36		
Tons per Freight Train—Revenue Freight	551.81	528.70	23.11	4.37		
Tons per Freight Train—All Freight	610.16	574.13	36.03	6.28		
Loaded Cars per Freight Train	29.25	28.17	1.08	3.83		
Empty Cars per Freight Train	10.84	12.95			2.11	16.29
Total Cars per Freight Train	40.09	41.12			1.03	2.50
Freight Train Miles per Mile of Road (including all mixed trains)	1,910	1,826	84	4.60		
Average Miles per Freight Car per Day	29.6	27.2	2.4	8.82		
Passenger:						
Revenue Passenger Locomotive Miles (including all mixed, light and helping)	3,302,143	3,286,532	15,611	.49		
Revenue Passenger Train Miles (including all mixed and motor trains)	3,236,709	3,222,758	13,951	.43		
Per Cent of Locomotive Miles in excess of Train Miles	2.02	1.98	.04	2.02		
Passenger Car Miles (all cars)	17,452,450	17,577,078			124,628	.71
Cars per Passenger Train (all cars)	5.39	5.45			.06	1.10
Passengers per Train	50	49	1	2.04		
Passengers per Car	13	13				
Passenger Train Miles per Mile of Road (including all mixed and motor trains)	2,224	2,257			33	1.46

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, JUNE 30, 1916

EXHIBIT 6

COMPANY	Total Issued and Outstanding June 30, 1916	Amount in Hands of Public June 30, 1916	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 44,137,402.00	$ 43,867,902.00	$ 269,500.00(a)	Unpledged
Common Stock	45,246,913.00	45,210,513.00	36,400.00(b)	Unpledged
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$ 128,118,867.00	$ 89,078,415.00	$ 39,040,452.00	
NOTE.—During the year $6,500 of C. G. W. Preferred Stock was issued in connection with further exchanges of W. M. & P. bonds. Of this the company acquired $5,000 and $1,500 passed into the hands of the public.				
BONDS:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 28,816,000.00	$ 25,383,000.00	$ 3,433,000.00(c)	Unpledged
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds (d)	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds (d)	6,232,000.00	16,000.00	6,216,000.00(e)	Pledged
Total Bonds	$ 47,548,000.00	$ 37,899,000.00	$ 9,649,000.00	
Total Stocks and Bonds	$ 175,666,867.00	$ 126,977,415.00	$ 48,689,452.00	
NOTE.—During the year $13,000 of C. G. W. bonds were issued in connection with further exchanges of W. M. & P. bonds, $11,000 of which are held in the Company's treasury and $2,000 passed into the hands of the public.				

*Cumulative after June 30, 1914.

(a) Includes $36,500 held in treasury for issue against C. G. W. Ry. Co. securities.

(b) All held in treasury for issue against C. G. W. Ry. Co. securities.

(c) Includes $3,108,000 C. G. W. R. R. Co. bonds, issued by the Trustees to C. G. W. R. R. Co. and held in the treasury. These bonds have not been approved by the State Public Utilities Commissions and are, therefore, not available for sale.

(d) The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co., unless it is earned under the terms of, and as provided in, the lease.

(e) Owned and pledged by C. G. W. R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS AND BONDS OWNED, PLEDGED AS SECURITY UNDER MORTGAGES, JUNE 30, 1916

EXHIBIT 7

PLEDGED UNDER MORTGAGES OF	DESCRIPTION OF SECURITIES PLEDGED	Par Value of Stock Pledged	Par Value of Bonds Pledged
Chicago Great Western Railroad Company:	Mason City & Fort Dodge Railroad Company:		
	Common Capital Stock	$19,205,400.00	
	Preferred Capital Stock	13,635,752.00	
	Wisconsin, Minnesota & Pacific Railroad Company:		
	Common Capital Stock	5,893,400.00	
	Minnesota Transfer Railway Company:		
	Capital Stock	7,000.00	
	St. Paul Union Depot Company:		
	Capital Stock	103,600.00	
	St. Joseph Union Depot Company:		
	Capital Stock	1,000.00	
	Iowa Transfer Railway Company:		
	Capital Stock	6,200.00	
	Iowa Development Company:		
	Capital Stock	25,000.00	
	Iowa Townsite Company:		
	Capital Stock	10,000.00	
	St. Charles Hotel & Park Company:		
	Capital Stock	22,700.00	
	Iowa Sugar Company:		
	Capital Stock	12,500.00	
	Wisconsin, Minnesota & Pacific Railroad Company:		
	Bonds		$ 6,216,000.00
	Total amount pledged under Chicago Great Western Railroad First Mortgage	$38,922,552.00	$ 6,216,000.00
Mason City & Fort Dodge Railroad Company:	Omaha Grain Terminals:		
	Capital Stock	$ 100,000.00	
	Webster County Coal and Land Company:		
	Capital Stock	400,000.00	
	Total amount pledged under Mason City & Fort Dodge Railroad First Mortgage	$ 500,000.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

STOCKS OF OTHER COMPANIES OWNED JUNE 30, 1916

EXHIBIT 8

COMPANY	Total Issued and Outstanding June 30, 1916	OWNED BY CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES			
		Chicago Great Western Railroad Company	Mason City & Fort Dodge Railroad Company	TOTAL	Pledged or Unpledged
STOCKS OF OTHER COMPANIES:					
Omaha Grain Terminals: Capital Stock	$ 100,000.00	.....	$ 100,000.00	$ 100,000.00	Pledged
Independent Elevator Company: Capital Stock	220,600.00	.....	220,600.00	220,600.00	Unpledged
Webster County Coal and Land Company: Capital Stock	400,000.00	.....	400,000.00	400,000.00	Pledged
St. Charles Hotel and Park Company: Capital Stock	28,700.00	$ 22,700.00		22,700.00	Pledged
Iowa Townsite Company: Capital Stock	10,000.00	10,000.00		10,000.00	Pledged
Iowa Development Company: Capital Stock	25,000.00	25,000.00		25,000.00	Pledged
Iowa Transfer Railway Company: Capital Stock	34,000.00	8,100.00		6,200.00 1,900.00	Pledged Unpledged
Minnesota Transfer Railway Company: Capital Stock	70,000.00	7,000.00		7,000.00	Pledged
Kansas City Terminal Railway Company: Capital Stock	1,200,000.00	100,000.00		100,000.00	Unpledged
St. Paul Union Depot Company: Capital Stock	932,400.00	103,600.00		103,600.00	Pledged
St. Joseph Union Depot Company: Capital Stock	10,000.00	1,000.00		1,000.00	Pledged
Leavenworth Terminal Railway and Bridge Company: Capital Stock	600,000.00	600,000.00		600,000.00	Unpledged
Iowa Sugar Company: Capital Stock	550,000.00	12,500.00		12,500.00	Pledged
Total Stocks of Other Companies		$ 889,900.00	$ 720,600.00	$ 1,610,500.00	
Total Stocks and Bonds of Chicago Great Western and Proprietary Companies (Exhibit No. 6)		48,689,452.00	.....	48,689,452.00	
Grand Total		$49,579,352.00	$ 720,600.00	$50,299,952.00	

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 9

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Maintenance of Way and Structures:						
Superintendence	$ 109,999.75	$ 109,926.68	$ 73.07	.07		
Roadway Maintenance	178,567.84	162,891.58	15,676.26	9.62		
Tunnels and Subways	3,844.00	2,025.46	1,818.54	89.78		
Bridges, Trestles and Culverts	159,892.07	124,462.23	35,429.84	28.47		
Ties	275,531.62	273,099.29	2,432.33	.89		
Rails	111,218.00	52,852.72	58,365.28	110.43		
Other Track Material	96,361.89	64,925.49	31,436.40	48.42		
Ballast	11,053.74	27,609.15			$ 16,555.41	59.96
Track Laying and Surfacing	557,077.49	529,327.43	27,750.06	5.24		
Right of Way Fences	24,710.48	20,899.41	3,811.07	18.24		
Snow and Sand Fences and Snow Sheds	2,283.94	1,496.75	787.19	52.59		
Crossings and Signs	39,016.41	39,588.40			571.99	1.44
Station and Office Buildings	54,028.92	57,737.67			3,708.75	6.42
Roadway Buildings	2,636.08	1,916.17	719.91	37.57		
Water Stations	37,594.77	35,071.61	2,523.16	7.19		
Fuel Stations	7,411.18	22,925.35			15,514.17	67.67
Shops and Enginehouses	33,809.28	34,915.05			1,105.77	3.17
Grain Elevators	92.40	19.90	72.50	364.32		
Wharves and Docks		2,966.79			2,966.79	
Telegraph and Telephone Lines	27,584.16	28,040.74			456.58	1.63
Signals and Interlockers	32,609.86	38,957.83			6,347.97	16.29
Power Plant Buildings	713.06	190.68	522.38	273.96		
Miscellaneous Structures		10.52			10.52	
Paving	5.63	*102.18	107.81			
Roadway Machines	17,256.27	16,940.08	316.19	1.87		
Small Tools and Supplies	21,969.78	13,626.12	8,343.66	61.23		
Removing Snow, Ice and Sand	32,426.42	50,609.83			18,183.41	35.93
Assessments for Public Improvements	606.13	*357.18	963.31			
Injuries to Persons	36,359.26	62,106.49			25,747.23	41.46
Insurance	8,258.53	9,924.59			1,666.06	16.79
Stationery and Printing	4,274.77	4,274.25	.52	.01		
Other Expenses	331.89	2,244.83			1,912.94	85.22
Maintaining Joint Tracks, Yards and Other Facilities—Dr.	130,145.48	123,372.60	6,772.88	5.49		
Maintaining Joint Tracks, Yards and Other Facilities—Cr.	34,536.21	37,572.18			3,035.97	8.08
Total	$ 1,983,134.89	$ 1,876,924.15	$ 106,210.74	5.66		
Maintenance of Equipment:						
Superintendence	$ 76,215.05	$ 75,463.78	$ 751.27	1.00		
Shop Machinery	47,137.03	34,145.44	12,991.59	38.05		
Power Plant Machinery	4,968.18	4,594.40	373.78	8.14		
Steam Locomotives—Repairs	847,218.51	772,230.29	74,988.22	9.71		
Steam Locomotives—Depreciation	31,661.28	32,074.41			$ 413.13	1.29
Steam Locomotives—Retirements	66,544.50	*4,523.54	71,068.04			
Freight Train Cars—Repairs	924,615.81	986,219.84			61,604.03	6.25
Freight Train Cars—Depreciation	115,005.54	97,671.41	17,334.13	17.75		
Freight Train Cars—Retirements	45,759.42	83,071.42			37,312.00	44.92
Passenger Train Cars—Repairs	166,805.89	171,768.67			4,962.78	2.89
Passenger Train Cars—Depreciation	9,458.18	11,144.05			1,685.87	15.13
Passenger Train Cars—Retirements	*1,516.81	2,041.72			3,558.53	174.29
Motor Equipment of Cars—Repairs	6,286.80	5,380.84	905.96	16.84		
Work Equipment—Repairs	36,356.53	26,914.83	9,441.70	35.08		
Work Equipment—Depreciation	13,136.58	7,865.35	5,271.23	67.02		
Work Equipment—Retirements	12,426.96	61,568.82			49,141.86	79.82
Injuries to Persons	17,484.42	12,167.55	5,316.87	43.70		
Insurance	9,826.40	10,444.21			617.81	5.92
Stationery and Printing	6,606.28	6,425.65	180.63	2.81		
Other Expenses	1,087.35	386.82	700.53	181.10		
Maintaining Joint Equipment at Terminals—Dr.	2,874.31	3,332.38			458.07	13.75
Maintaining Joint Equipment at Terminals—Cr.	3,605.61	2,171.92	1,433.69	66.01		
Total	$ 2,436,352.60	$ 2,398,216.42	$ 38,136.18	1.59		
Forward	$ 4,419,487.49	$ 4,275,140.57	$ 144,346.92	3.38		

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 9—CONTINUED

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 4,419,487.49	$ 4,275,140.57	$ 144,346.92	3.38		
Traffic:						
Superintendence	$ 104,168.25	$ 104,116.71	$ 51.54	.05		
Outside Agencies	339,568.02	349,671.25			$ 10,103.23	2.89
Advertising	54,578.82	49,530.84	5,047.98	10.19		
Traffic Associations	6,175.84	11,004.40			4,828.56	43.88
Insurance	181.53	212.74			31.21	14.67
Stationery and Printing	41,794.76	46,990.03			5,195.27	11.06
Other Expenses	20.00		20.00			
Total	$ 546,487.22	$ 561,525.97			$ 15,038.75	2.68
Transportation—Rail Line:						
Superintendence	$ 115,607.07	$ 114,447.70	$ 1,159.37	1.01		
Dispatching Trains	60,103.48	58,488.54	1,614.94	2.76		
Station Employees	723,517.77	713,108.73	10,409.04	1.46		
Weighing, Inspection and Demurrage Bureaus	20,115.46	16,419.67	3,695.79	22.51		
Station Supplies and Expenses	40,134.96	40,146.83			$ 11.87	.03
Yardmasters and Yard Clerks	80,354.41	77,407.40	2,947.01	3.81		
Yard Conductors and Brakemen	244,495.54	238,828.33	5,667.21	2.37		
Yard Switch and Signal Tenders	6,311.34	5,828.21	483.13	8.29		
Yard Enginemen	162,109.53	150,195.82	11,913.71	7.93		
Fuel for Yard Locomotives	202,243.41	196,503.22	5,740.19	2.92		
Water for Yard Locomotives	13,007.42	13,328.96			321.54	2.41
Lubricants for Yard Locomotives	3,139.22	3,311.80			172.58	5.21
Other Supplies for Yard Locomotives	2,264.38	2,874.73			610.35	21.23
Enginehouse Expenses—Yard	63,151.50	67,196.31			4,044.81	6.02
Yard Supplies and Expenses	3,397.65	3,474.37			76.72	2.21
Operating Joint Yards and Terminals—Dr.	146,994.48	149,937.00			2,942.52	1.96
Operating Joint Yards and Terminals—Cr.	42,024.40	42,156.48			132.08	.31
Train Enginemen	622,052.70	581,876.55	40,176.15	6.90		
Train Motormen	2,759.10	3,293.50			534.40	16.23
Fuel for Train Locomotives	1,202,744.88	1,142,127.82	60,617.06	5.31		
Water for Train Locomotives	59,407.90	56,747.09	2,660.81	4.69		
Lubricants for Train Locomotives	16,426.02	19,857.12			3,431.10	17.28
Other Supplies for Train Locomotives	13,140.75	12,881.19	259.56	2.02		
Enginehouse Expenses—Train	137,289.71	135,653.70	1,636.01	1.21		
Trainmen	559,884.74	536,834.99	23,049.75	4.29		
Train Supplies and Expenses	223,148.96	236,000.37			12,851.41	5.45
Signal and Interlocker Operation	48,112.90	47,790.47	322.43	.67		
Crossing Protection	22,526.13	22,158.96	367.17	1.66		
Drawbridge Operation	1,672.80	1,704.21			31.41	1.84
Telegraph and Telephone Operation	31,536.44	30,212.48	1,323.96	4.38		
Stationery and Printing	36,231.65	32,181.05	4,050.60	12.59		
Other Expenses	5,805.59	8,668.46			2,862.87	33.03
Operating Joint Tracks and Facilities—Dr.	52,778.90	56,763.60			3,984.70	7.02
Operating Joint Tracks and Facilities—Cr.	24,490.99	27,583.25			3,092.26	11.21
Insurance	5,368.74	5,556.42			187.68	3.38
Clearing Wrecks	21,229.06	27,680.94			6,451.88	23.31
Damage to Property	10,155.19	15,966.36			5,811.17	36.40
Damage to Live Stock on Right of Way	30,046.48	25,574.91	4,471.57	17.48		
Loss and Damage—Freight	189,060.60	199,838.64			10,778.04	5.39
Loss and Damage—Baggage	736.14	746.89			10.75	1.44
Injuries to Persons	145,431.31	168,856.24			23,424.93	13.87
Total	$ 5,257,978.92	$ 5,150,729.85	$ 107,249.07	2.08		
Forward	$ 10,223,953.63	$ 9,987,396.39	$ 236,557.24	2.37		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 9—CONTINUED

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 10,223,953.63	$ 9,987,396.39	$ 236,557.24	2.37		
Miscellaneous Operations:						
Dining and Buffet Service	$ 77,938.51	$ 73,038.90	$ 4,899.61	6.71		
Hotels and Restaurants	23,810.72	13,296.24	10,514.48	79.08		
Grain Elevators		*467.39			$ 467.39	
Total	$ 101,749.23	$ 85,867.75	$ 15,881.48	18.50		
General:						
Salaries and Expenses of General Officers	$ 71,301.55	$ 68,964.49	$ 2,337.06	3.39		
Salaries and Expenses of Clerks and Attendants	207,825.87	208,236.24			$ 410.37	.20
General Office Supplies and Expenses	16,974.54	17,430.85			456.31	2.62
Law Expenses	53,471.06	51,059.32	2,411.74	4.72		
Insurance	379.26	357.50	21.76	6.09		
Stationery and Printing	18,401.90	23,804.60			5,402.70	22.70
Valuation Expenses	6,290.53	700.00	5,590.53	798.65		
Other Expenses	18,322.53	27,761.65			9,439.12	34.00
General Joint Facilities—Dr	13,957.40	*14,255.97	28,213.37			
General Joint Facilities—Cr		†33.17			33.17	
Total	$ 406,924.64	$ 384,091.85	$ 22,832.79	5.94		
Transportation for Investment—Cr	$ 16,129.70	$ 10,789.32	$ 5,340.38	49.50		
Total Operating Expenses	$ 10,716,497.80	$ 10,446,566.67	$ 269,931.13	2.58		

*Credit.
†Debit.

COMPARATIVE STATEMENT OF SUNDRY RATIOS FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 10

	1916	1915	INCREASE	DECREASE
	Per Cents	Per Cents		
Ratio of Each Class of Expenses to Total Operating Expenses:				
Maintenance of Way and Structures	18.51	17.97	.54	
Maintenance of Equipment	22.73	22.96		.23
Traffic	5.10	5.37		.27
Transportation—Rail Line	49.06	49.31		.25
Miscellaneous Operations	.95	.82	.13	
General	3.80	3.67	.13	
Transportation for Investment—Cr	.15	.10	.05	
Total	100.00	100.00		
Ratio of Each Class of Expenses to Total Operating Revenue:				
Maintenance of Way and Structures	13.16	13.48		.32
Maintenance of Equipment	16.17	17.23		1.06
Traffic	3.63	4.03		.40
Transportation—Rail Line	34.90	37.00		2.10
Miscellaneous Operations	.67	.62	.05	
General	2.70	2.76		.06
Transportation for Investment—Cr	.11	.08	.03	
Total	71.12	75.04		3.92

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED JUNE 30, 1916 AND 1915

EXHIBIT 11

COMMODITIES	TONS CARRIED 1916		TONS CARRIED 1915		INCREASE		DECREASE	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
PRODUCTS OF AGRICULTURE:								
Grain	1,025,682	17.21	989,757	17.54	35,925	3.63		
Flour	293,296	4.92	237,036	4.20	56,260	23.73		
Other Mill Products	120,949	2.03	140,902	2.50			19,953	14.16
Hay	38,497	.65	40,665	.72			2,168	5.33
Tobacco	742	.01	881	.02			139	15.78
Cotton	4,397	.07	3,603	.06	794	22.04		
Fruits and Vegetables	122,762	2.06	122,649	2.17	113	.09		
Other Products of Agriculture	57,475	.97	57,911	1.03			436	.75
Total	1,663,800	27.92	1,593,404	28.24	70,396	4.42		
PRODUCTS OF ANIMALS:								
Live Stock	259,834	4.36	224,876	3.98	34,958	15.55		
Dressed Meats	38,759	.65	32,022	.57	6,737	21.04		
Other Packing House Products	62,827	1.06	65,406	1.16			2,579	3.94
Poultry, Game and Fish	18,220	.30	14,429	.26	3,791	26.27		
Wool	1,439	.02	1,006	.02	433	43.04		
Hides and Leather	11,092	.19	12,302	.22			1,210	9.84
Other Products of Animals	22,247	.37	18,926	.33	3,321	17.55		
Total	414,418	6.95	368,967	6.54	45,451	12.32		
PRODUCTS OF MINES:								
Anthracite Coal	90,626	1.52	129,005	2.29			38,379	29.75
Bituminous Coal	1,042,866	17.50	972,702	17.24	70,164	7.21		
Coke	18,071	.30	20,621	.36			2,550	12.37
Ores	9,357	.16	6,153	.11	3,204	52.07		
Stone, Sand and Other Like Articles	370,610	6.22	437,458	7.75			66,848	15.28
Other Products of Mines	161,830	2.72	137,214	2.43	24,616	17.94		
Total	1,693,360	28.42	1,703,153	30.18			9,793	.57
PRODUCTS OF FORESTS:								
Lumber	364,181	6.11	360,196	6.38	3,985	1.11		
Other Products of Forests	18,009	.30	12,093	.22	5,916	48.92		
Total	382,190	6.41	372,289	6.60	9,901	2.66		
MANUFACTURES:								
Petroleum and Other Oils	197,437	3.31	160,961	2.85	36,476	22.66		
Sugar	61,561	1.03	50,742	.90	10,819	21.32		
Naval Stores	6				6			
Iron—Pig and Bloom	43,129	.72	24,418	.43	18,711	76.63		
Iron and Steel Rails	28,458	.48	16,964	.30	11,494	67.76		
Other Castings and Machinery	121,920	2.05	79,090	1.40	42,830	54.15		
Bar and Sheet Metal	70,605	1.19	67,187	1.19	3,418	5.09		
Cement, Brick and Lime	494,801	8.30	472,703	8.38	22,098	4.67		
Agricultural Implements	26,027	.44	23,048	.41	2,979	12.93		
Wagons, Carriages, Tools etc	26,151	.44	18,688	.33	7,463	39.93		
Wines, Liquors and Beers	24,981	.42	35,520	.63			10,539	29.67
Household Goods and Furniture	37,222	.62	35,573	.63	1,649	4.64		
Other Manufactures	283,379	4.75	235,751	4.18	47,628	20.20		
Total	1,415,677	23.75	1,220,645	21.63	195,032	15.98		
OTHER COMMODITIES:								
L.C.L. Goods not distributed above	334,418	5.61	324,640	5.75	9,778	3.01		
Miscellaneous	55,950	.94	59,666	1.06			3,716	6.23
Total	390,368	6.55	384,306	6.81	6,062	1.58		
TOTAL COMMERCIAL FREIGHT	5,959,813	100.00	5,642,764	100.00	317,049	5.62		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF REVENUES, EXPENSES AND SUNDRY STATISTICAL DATA FOR THE EIGHT YEARS 1909 TO 1916 INCLUSIVE

EXHIBIT 12

FOR TWELVE MONTHS ENDED JUNE 30,	1909	1910	1911	1912	1913	1914	1915	1916	Per cent of Increase in 1916 over 1909
Average Miles of Road Operated	1,475.61	1,498.25	1,492.16	1,496.22	1,496.22	1,496.22	1,427.91	1,455.55	(a) 1.36
Freight Revenue	$ 7,434,148	$ 8,540,591	$ 8,820,370	$ 8,879,748	$ 9,795,074	$ 9,943,575	$ 9,645,527	$ 10,492,684	41.14
Passenger Revenue	2,482,104	2,642,357	2,844,471	2,891,153	3,144,284	3,205,992	3,074,050	3,280,656	32.17
Miscellaneous Revenue	887,597	968,147	1,050,371	1,113,816	1,160,620	1,200,172	1,201,108	1,294,005	45.79
Operating Revenue	$ 10,803,849	$ 12,151,095	$ 12,715,212	$ 12,884,717	$ 14,099,978	$ 14,349,739	$ 13,920,685	$ 15,067,345	39.46
Operating Revenue per Mile of Road	7,322	8,110	8,521	8,612	9,424	9,591	9,749	10,352	41.38
Operating Expenses	$ 9,143,701	$ 9,233,354	$ 9,537,182	$ 10,097,463	$ 10,357,209	$ 10,923,634	$ 10,450,728	$ 10,727,167	17.32
Taxes	350,645	364,308	384,503	406,725	439,419	499,082	580,026	553,129	57.75
Operating Expenses and Taxes	$ 9,494,346	$ 9,597,662	$ 9,921,685	$ 10,504,188	$ 10,796,628	$ 11,422,716	$ 11,030,754	$ 11,280,296	18.81
Per Cent of Operating Expenses	84.63	75.99	75.01	78.37	73.46	76.12	75.07	71.19	(a) 15.88
Per Cent of Operating Expenses and Taxes	87.88	78.99	78.03	81.52	76.57	79.60	79.24	74.87	(a) 14.80
Net Operating Income	$ 1,309,503	$ 2,553,433	$ 2,793,527	$ 2,380,529	$ 3,303,350	$ 2,927,023	$ 2,889,931	$ 3,787,049	189.20
Freight Train Mileage	3,814,296	3,935,939	3,324,432	3,065,876	2,973,434	2,873,129	2,607,354	2,780,596	(a) 27.10
Revenue Tonnage		4,623,102	5,023,079	5,054,478	5,306,774	5,557,858	5,642,764	5,959,813	(b) 28.91
Revenue Ton Mileage	1,081,120,854	1,189,185,332	1,227,893,035	1,225,238,896	1,337,724,849	1,364,026,080	1,378,504,602	1,534,353,175	41.92
Revenue Ton Mileage per Mile of Road	732,660	793,716	822,896	818,890	894,070	911,648	965,400	1,054,140	43.88
Average Revenue per Ton per Mile (cents)	0.688	0.718	0.718	0.725	0.732	0.729	0.700	0.684	(a) .58
Revenue per Freight Train Mile	$ 1.95	$ 2.17	$ 2.65	$ 2.90	$ 3.29	$ 3.46	$ 3.70	$ 3.77	93.33
Average Revenue Tons per Train Mile	283.45	302.13	369.35	399.64	449.89	474.75	528.70	551.81	94.68
Average Tons All Freight per Train Mile	325.84	343.24	422.05	434.23	483.72	511.90	574.13	610.16	87.26
Tons per Loaded Car—Revenue Freight	16.07	16.59	17.17	17.66	18.14	18.56	18.77	18.87	17.42
Tons per Loaded Car—All Freight	18.47	18.97	19.81	19.25	19.53	20.02	20.38	20.86	12.94
Average Capacity of Freight Cars	28.22	31.13	33.02	34.11	34.45	34.63	35.49	35.60	26.15
Passenger Train Mileage	3,610,904	3,163,889	3,106,052	3,088,396	3,104,876	3,228,344	3,222,758	3,236,709	(a) 10.36
Passengers Carried		2,398,685	2,651,371	2,500,014	2,651,096	2,817,637	2,825,496	2,809,058	(b) 17.11
Passengers Carried One Mile	138,134,435	138,735,465	149,225,662	143,642,671	153,998,072	160,199,058	157,642,318	163,106,201	18.08
Passengers Carried One Mile per Mile of Road	93,612	92,598	100,006	96,004	102,925	107,069	110,401	112,058	19.70
Average Revenue per Passenger Mile (cents)	1.797	1,905	1,906	2,013	2,042	2,001	1,950	2,011	11.91
Passenger Revenue per Train Mile	$ .69	$ .84	$ .92	$ .94	$ 1.01	$ .99	$ .95	$ 1.01	46.38
Passenger Train Revenue per Train Mile	$ .86	$ 1.05	$ 1.15	$ 1.18	$ 1.26	$ 1.24	$ 1.21	$ 1.27	47.67
Average Passengers per Train Mile	38	44	48	47	50	50	49	50	31.58

(a)—Indicates Decreases.
(b)—Indicates Increases over 1910.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, FROM SEPTEMBER 1, 1909, TO JUNE 30, 1916

EXHIBIT 13

ROAD IMPROVEMENTS:	
Total Expenditures to June 30, 1915	*$10,728,322 18
Expenditures during year ended June 30, 1916	752,682.76
Total Expenditures to June 30, 1916	$11,481,004.94
EQUIPMENT:	
Total Expenditures to June 30, 1915	$ 7,538,728.47
Expenditures during year ended June 30, 1916	424,526.35
Total Expenditures to June 30, 1916	$ 7,963,254.82
Total Road and Equipment Expenditures	$19,444,259.76
Total Expenditures to June 30, 1916, per mile of road:	
Road Improvements	$ 8,141.81
Equipment	5,647.17
Total	$13,788.98

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

PERFORMANCE OF LOCOMOTIVES DURING YEARS ENDED JUNE 30, 1912, 1913, 1914, 1915 AND 1916

EXHIBIT 14

	1912	1913	1914	1915	1916
Average Miles run by Engines in Passenger Service	55,045	60,208	61,971	65,482	64,976
Average Miles run by Engines in Freight Service	27,803	29,083	27,998	28,610	33,930
Average Miles run by Engines in All Service	33,937	35,733	35,295	36,675	39,272
Average Freight Cars per Freight Engine Mile	29.04	30.76	32.95	35.39	33.54
Per Cent of Actual Ton Miles to Potential Ton Miles	63.87	66.72	68.82	72.15	72.05
Cost in Cents of Passenger Engine Service per mile (a)	33.62	31.54	30.07	29.60	29.08
Cost in Cents of Freight Engine Service per mile (a)	57.00	54.38	55.04	53.84	54.47
Cost in Cents of Freight Engine Service per 1,000 Gross Ton Miles (a)	60.88	53.83	52.16	46.87	47.92
Pounds of Coal Consumed per Engine Mile—Passenger Service	120.68	111.41	112.84	108.39	106.40
Pounds of Coal Consumed per Engine Mile—Freight Service	256.69	248.07	258.39	254.82	246.24
Pounds of Coal Consumed per 1000 Freight Gross Ton Miles	274.19	245.55	244.89	221.81	216.64
Pounds of Coal Consumed per Engine Mile—All Service	182.50	176.33	178.56	173.74	170.55
Tons of Coal Consumed in Locomotive Service	731,987	696,223	705,865	669,062	689,876
Cost per Ton on Tenders	$ 2.185	$ 2.167	$ 2.074	$ 2.044	$ 2.080

(a) Costs here shown include Wages of Enginemen, Enginehouse Expenses, Fuel, Oil, Tallow and Waste, Other Supplies, Running and Shop Repairs.

SUPPLEMENT

TO

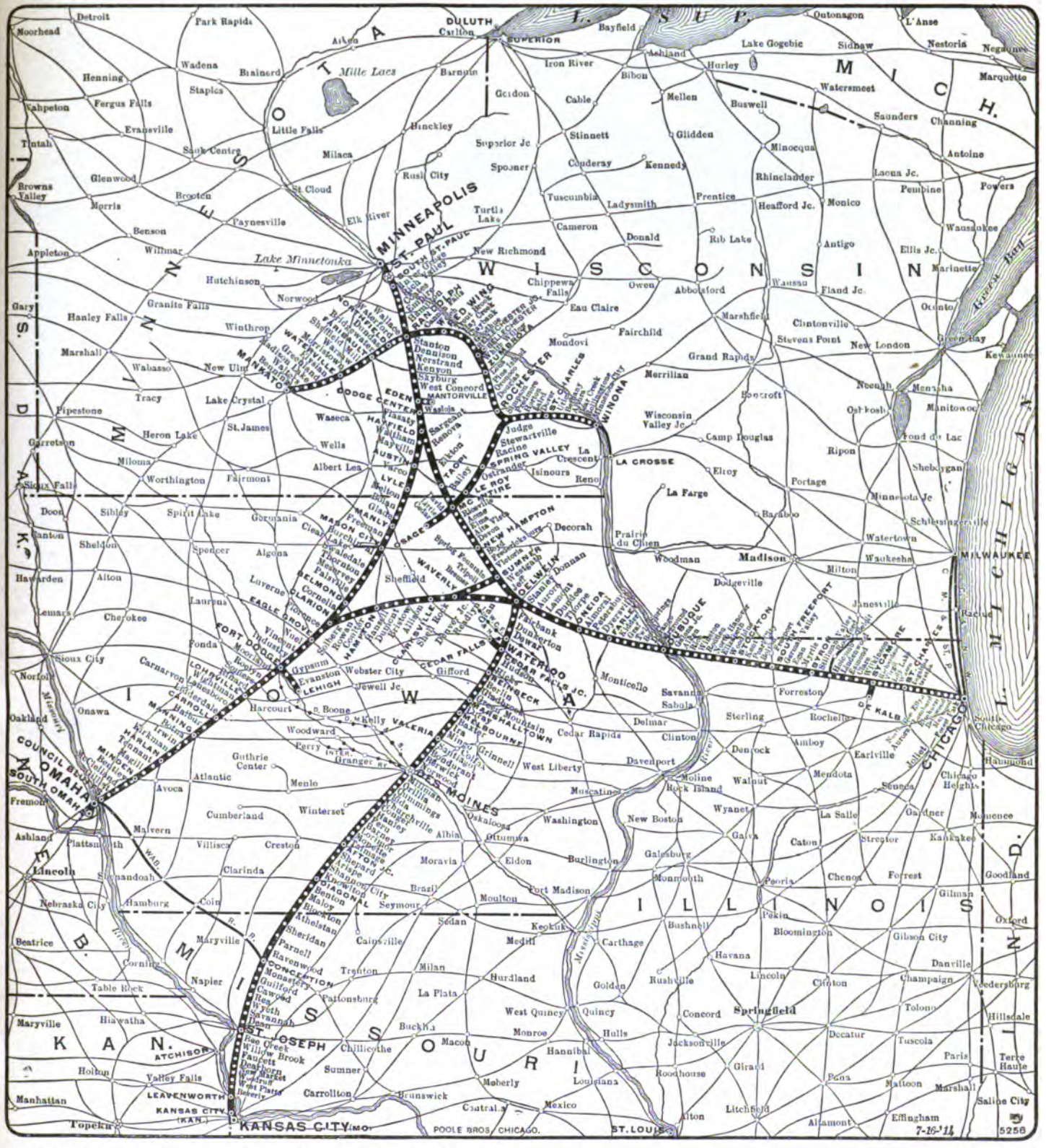
SEVENTH ANNUAL REPORT

OF THE

CHICAGO GREAT WESTERN RAILROAD COMPANY,

BEING FOR THE

YEAR ENDED DECEMBER 31, 1916



The constituent companies and their respective lines are:

CHICAGO GREAT WESTERN RAILROAD COMPANY:

Chicago, Ill., to Minneapolis, Minn., with branches Sycamore to De Kalb, in Illinois, Sumner to Waverly, in Iowa, and Eden to Mantorville, in Minnesota.

Oelwein, Ia., to Kansas City, Mo., with branch Cedar Falls Junction to Cedar Falls, in Iowa.

MASON CITY AND FORT DODGE RAILROAD COMPANY:

Oelwein, Ia., and Hayfield, Minn., to Omaha, Neb., with branch Fort Dodge to Lehigh, in Iowa.

WISCONSIN, MINNESOTA AND PACIFIC RAILROAD COMPANY:

Mankato, Minn., via Red Wing and Simpson to Osage, Ia., with branches to Winona and Bellechester, in Minnesota.

BOARD OF DIRECTORS:

		Term Expires
G. W. WATTLES	OMAHA	1917
E. F. SWINNEY	KANSAS CITY	1917
E. A. CUDAHY	CHICAGO	1917
SAMUEL M. FELTON	CHICAGO	1918
CHARLES STEELE	NEW YORK	1918
JOHN R. MORRON	NEW YORK	1918
CLYDE M. CARR	CHICAGO	1919
A. A. SPRAGUE, II	CHICAGO	1919
E. C. FINKBINE	DES MOINES	1919
CHARLES H. THORNE	CHICAGO	1919
JOHN WASHBURN	MINNEAPOLIS	1920
JOHN A. SPOOR	CHICAGO	1920
MILTON TOOTLE, Jr	ST. JOSEPH	1920

OFFICERS:

SAMUEL M. FELTON	PRESIDENT
JOSEPH W. BLABON	VICE-PRESIDENT
JOHN BARTON PAYNE	GENERAL COUNSEL
RALPH M. SHAW	ASSISTANT GENERAL COUNSEL
J. F. COYKENDALL	SECRETARY AND TREASURER
CON. F. KREBS	GENERAL AUDITOR
J. A. GORDON	GENERAL MANAGER
C. G. DELO	CHIEF ENGINEER
G. M. CROWNOVER	SUPERINTENDENT OF MOTIVE POWER
OSCAR TOWNSEND	GENERAL FREIGHT AGENT
A. L. CRAIG	GENERAL PASSENGER AGENT
B. BRIARD	PURCHASING AGENT

Date of annual meeting: Tuesday following the first Monday in October.

CHICAGO GREAT WESTERN RAILROAD COMPANY

REPORT FOR THE YEAR ENDED DECEMBER 31, 1916

To the Stockholders of the Chicago Great Western Railroad Company:

The Board of Directors submit herewith their report for the year ended December 31, 1916:

MILES OF ROAD AND TRACKS OPERATED AT DECEMBER 31:

	1916	1915	Increase	Decrease
FIRST MAIN TRACK:				
Owned	757.47	757.47	.....	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	375.23	375.23	.....	.....
*Wisconsin, Minnesota & Pacific R. R.	277.43	277.43	.....	.....
Total	1,410.13	1,410.13	.....	.....
Trackage Rights Leased from Other Companies	85.93	85.93	.....	.....
Total First Main Track Owned, Controlled and Leased	1,496.06	1,496.06	.....	.....
*Less Leased to M. St. P. R. & D. E. T. Co.	.....	68.96	.....	68.96
Total First Main Track Operated	1,496.06	1,427.10	(a) 68.96	.....
SECOND MAIN TRACK:				
Owned	57.82	57.82	.....	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	1.04	1.04	.....	.....
Total	58.86	58.86	.....	.....
Trackage Rights Leased from Other Companies	(b) 70.35	(b) 70.35	.....	.....
Total Second Main Track Operated	(b) 129.21	(b) 129.21	.....	.....
SIDE TRACKS:				
Owned	378.10	374.77	3.33	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	107.07	105.85	1.22	.....
*Wisconsin, Minnesota & Pacific R. R.	39.39	38.81	.58	.....
Total	524.56	519.43	5.13	.....
Trackage Rights Leased from Other Companies	53.83	52.68	1.15	.....
Total Side Tracks Owned, Controlled and Leased	578.39	572.11	6.28	.....
*Less Leased to M. St. P. R. & D. E. T. Co.	.....	10.99	.....	10.99
Total Side Tracks Operated	578.39	561.12	17.27	.....
TOTAL ALL TRACKS:				
Owned	1,193.39	1,190.06	3.33	.....
Controlled by Ownership of All Stock and as Lessee:				
Mason City & Ft. Dodge R. R.	483.34	482.12	1.22	.....
*Wisconsin, Minnesota & Pacific R. R.	316.82	316.24	.58	.....
Total	1,993.55	1,988.42	5.13	.....
Trackage Rights Leased from Other Companies	(b) 210.11	(b) 208.96	1.15	.....
Total All Tracks Owned, Controlled and Leased	(b)2,203.66	(b)2,197.38	6.28	.....
*Less Leased to M. St. P. R. & D. E. T. Co.	.....	79.95	.....	79.95
Total All Tracks Operated	(b)2,203.66	(b)2,117.43	86.23	.....

(a) The increase of 68.96 miles in main track operated is due to cancellation of lease to the Minneapolis, St. Paul, Rochester and Dubuque Electric Traction Company, of the road between Randolph and Mankato, in Minnesota.

(b) Includes 22.48 miles of third and fourth main tracks of the Great Northern Ry. and St. Paul Union Depot Co., between St. Paul and Minneapolis, over which this Company has trackage rights.

OPERATING REVENUE:

The detailed statement, Exhibit 1, page 10, indicates an increase of $2,012,370.35 in the total Railway Operating Revenue in this year, over the preceding year, of which $1,975,929.15 was from transportation, $1,502,208.12 being from freight, and $373,990.32 from passenger.

Operating Revenue was the largest of any year since the organization of the present company, notwithstanding the decrease in the average revenue per ton mile from 7.10 mills in 1915, to 6.56 mills in 1916. This decrease in average revenue per ton mile alone diminished the freight revenue for 1916, $922,356. On the other hand, the average revenue per passenger mile in 1916 was 2.084 cents, as compared with 1.954 cents in 1915, which produced an increase of $218,529. in the total passenger revenue for 1916. Taken together these changes in the average revenues effected a decrease of $703,827. in the total revenue from transportation in 1916.

OPERATING EXPENSES:

Exhibit 1, page 10, presents a comparative summary of the operating expenses, which are set forth in detail in Exhibit 9, pages 18, 19 and 20.

Attention is called to Exhibit 10, page 20, showing the ratios of each group of operating expenses to the total operating expenses, and to operating revenue.

Briefly analyzing the Operating Expenses it is found:

MAINTENANCE OF WAY AND STRUCTURES increased $343,845., principally in Road Maintenance; Bridges, Trestles and Culverts; Ties; Rails; Other Track Material; Track Laying and Surfacing; Water Stations; Fuel Stations; Tools and Supplies, and Shops and Enginehouses. And decreased $49,555., principally in Ballast; Signals and Interlocking; Removing Snow and Ice; Injuries to Persons, and Maintaining Joint Tracks, Yards and Other Facilities.

The final increase under this heading was $294,290.

MAINTENANCE OF EQUIPMENT increased $208,305., principally in the following accounts:

Shop Machinery; Steam Locomotive Repairs; Steam Locomotive Retirements; Repairs of Motor Equipment of Cars; Work Equipment Repairs and Work Equipment Depreciation.

And decreased $176,963., principally in Freight Train Cars Repairs; Freight Train Cars Retirements; Passenger Train Cars Repairs and Work Equipment Retirements.

The final increase under this heading was $31,342.

TRAFFIC EXPENSES increased $16,863., principally in Outside Agencies; Advertising and Stationery and Printing. And they decreased $2,495., principally in the account of Traffic Associations.

The final increase under this heading was $14,368.

TRANSPORTATION EXPENSES increased $386,582., principally in the following accounts:

Station Employes; Yard Conductors and Brakemen; Yard Enginemen; Fuel for Yard Locomotives; Train Enginemen; Fuel for Train Locomotives; Trainmen; Train Supplies and Expenses; Signal and Interlocker Operation, and Loss and Damage of Freight.

And decreased $32,857., principally in Train Motormen; Other Expenses; Damage to Property; Damage to Live Stock on Right of Way, and Injuries to Persons.

The final increase under this heading was $353,725.

MISCELLANEOUS OPERATIONS increased $18,979., in the accounts of Dining and Buffet Service, and Hotels and Restaurants. Last year there was a credit of $467., while this year there was none.

The final increase under this heading was $19,446. (It will be noted that the revenues from dining cars and hotels and restaurants increased $12,353.52.)

GENERAL EXPENSES increased $87,878., principally in Valuation (Federal) Expenses; Other Expenses and Joint Facilities, and decreased $1,549., principally in the account of Stationery and Printing.

Last year there was a credit of $14,901. growing out of settlement of an old account.

The final increase under this heading was $86,329.

The work done on the roadbed and track during the years ended December 31, 1916 and 1915, was as follows:

	1916	1915
BALLAST:		
Miles of track reballasted with gravel	108.50	156.42
Miles of track reballasted with rock	6.50	5.25
Miles of track reballasted with other material	10.25	10.72
Total miles of track reballasted	125.25	172.39
BRIDGES, TRESTLES AND CULVERTS:		
Lineal feet of bridges, trestles and culverts rebuilt or replaced	11,969	9,346
ROADBED:		
Miles of roadbed widened and grades rectified	54.50	24.00
Miles of ditching for roadbed drainage (track miles)	30.10	19.40
Number of cuts widened	73	20
Cubic yards of material moved	238,520	151,822
Miles of right of way fencing rebuilt (track miles)	42.95	37.31
Cross Fences and Cattle Guards	297	314
RAILS:		
Miles of track relaid with new 85-lb. steel rail	91.51	46.01
Miles of track relaid with 85-lb. relaying steel rail	25.48	11.47
Miles of track relaid with 75-lb. relaying steel rail	2.70	7.13
Miles of track relaid with 60-lb. relaying steel rail	.....	.68
Total miles of track relaid	119.69	65.29
CROSS TIES PUT IN TRACK:		
Total number treated cross ties	31,186	54,495
Total number untreated cross ties	571,335	396,801
Total number of cross ties put in track	602,521	451,296
Equal to miles of continuous track	209.21	156.70
TIE PLATES AND RAIL JOINTS:		
Total number of new tie plates	246,149	171,266
Equal to miles of continuous track	42.73	29.73
Total number of new rail joints	101,799	34,508
Equal to miles of continuous track	318.12	107.81

The work done upon the equipment during the year was as follows:

207 locomotives received heavy repairs and 39 received light repairs, at the average cost of $2,435.29 for the former, and $277.15 for the latter.

101 passenger-train cars received heavy repairs or rebuilding and 95 received light repairs, at the average cost of $787.66 for the former, and $91.13 for the latter.

Of freight-train cars 2,505 received heavy repairs and 53,347 received light repairs, at the average cost of $133.20 for the former, and $10.86 for the latter.

The changes in the equipment between January 1, 1916, and December 31, 1916, were as follows:

	DEDUCTIONS		ADDITIONS	
	Retired	Transferred to Other Classes	Purchased	Transferred from Other Classes
Locomotives	25	18	30	18
Dining Cars	.....	.....	2	.....
Observation, Cafe and Club Cars	.....	.....	2	.....
Postal Cars	.....	.....	1	.....
Automobile Cars	2	.....	.....	3
Box Cars	129	22	.....	.....
Caboose Cars	1	.....	.....	.....
Flat Cars	39	6	.....	.....
Furniture Cars	10	3	.....	.....
Gondola Cars	5	.....	.....	.....
Refrigerator Cars	4	.....	.....	.....
Stock Cars	6	.....	.....	.....
Automatic Dump Cars	.....	.....	2	.....
Ballast Cars	6	.....	.....	.....
Boarding Cars	.....	.....	.....	20
Snow Plows	.....	.....	.....	1
Spreaders	.....	.....	1	.....
Shop Cars	1	.....	.....	.....
Tool Cars	4	.....	.....	2
Work Cars—Flat	.....	.....	.....	5

INDUSTRIAL DEVELOPMENT:

In the Seventh Annual Report, for the year ended June 30, 1916, the developments enumerated under this heading include, of course, those in the months of January to June, inclusive, of the calendar year 1916. The industrial developments on the Company's line during the second half of the calendar year are as follows:

KENT. A lumber, coal and building material yard established.

MASON CITY. A beet sugar factory with a capacity for handling 1,200 tons of sugar beets per day is in process of construction.

ST. PAUL. The construction of a fireproof building has been started for the manufacture of evaporated buttermilk poultry-food.

SHERIDAN. Two storage oil tanks, with a combined capacity of 30,000 gallons, have been erected.

ADDITIONS AND IMPROVEMENTS:

BUILDINGS:

CHICAGO TRANSFER. A wheel shop 30x40 feet in size has been erected and equipped.

HOLCOMB. A tool house for signal maintainer.

KENT. A dwelling house for station agent.

KIDDER. A station building and tool house.

OELWEIN. An addition has been built to the passenger station to enlarge the kitchen.

GILLIAT. A dwelling house for station agent.

MARTENSDALE. A station building, stock pens and team track.

SYCAMORE. A loading platform for handling harvest machinery.

GLADBROOK, PERU, BENTLEY } Dwellings for section foremen.

WATER STATIONS:

LINDENWOOD. An oil engine has been installed.

BYRON. A new 100,000-gallon steel water tank, replacing a 50,000-gallon wooden tank; and oil-engine, replacing steam plant.

SOUTH FREEPORT. The steam pumping plant has been replaced by modern oil-engine.

EAST STOCKTON. A concrete pump house; double-acting deep well pump and 25-H. P. oil engine, replacing air power. Automatic draft system on boilers at steam plant.

FAIR GROUND. A new water station, operated by an oil-engine.

WEST WATERLOO. A 10-H. P. combined distillate pumping plant.

MARSHALLTOWN. A new water tank, and a twelve-inch water column.

DEARBORN. A 10-H. P. distillate pumping plant, replacing steam plant.

MINDEN. A new pumping plant with a 15-H. P. oil engine.

ICE HOUSES:

COUNCIL BLUFFS. A 1,200-ton ice house.

BRIDGES:

SUMNER. A concrete pier and two 28-foot I-beam spans substituted for a temporary trestle.

CROSSING BELLS:

Crossing bells at highway crossings at Elmhurst, Glen Ellyn, Clare, Byron, Egan, Pearl City, Dubuque, Budd, Graff, Kidder, Farley, Oneida, Thorpe, Dundee, Coulter, Hampton, Meservey, Thornton, Swaledale, Mason City, Austin and various points on the Southern Division.

MISCELLANEOUS:

FAIR GROUND. A compressed air tractor for turntable.

ST. PAUL. A hot water washout system, and a balanced draft system for roundhouse boilers.

MINNEAPOLIS. An electric tractor for turntable.

McINTIRE. A new wye track.

SHANNON CITY. A new wye track.

Automatic signals between East Des Moines and Marshalltown.

EQUIPMENT:

The equipment has been increased during the year as follows:

1 Steel postal car,
2 Steel dining cars,
2 Parlor-Observation cars,
2 Automatic dump cars,
1 Ballast spreader,
3 Pacific-type passenger locomotives,
10 Mikado-type freight locomotives,
7 Santa Fe-type freight locomotives,
10 Switching locomotives.

The cost of this equipment was $759,086. At present prices it would cost $1,483,363. During the year 33 locomotives of less efficiency were sold for $358,418.77.

GENERAL REMARKS:

The results for the calendar year 1916 are extremely gratifying. The earnings, both gross and net, were the best in the history of the railroad. Still it must be borne in mind that it was an abnormal year for railroads generally, the European War being responsible for a vast increase in tonnage.

The Company provided ample power of the most modern design in the early part of the year, before prices advanced to prohibitive figures, and it has been in shape to successfully handle a very much larger volume of business. But, unfortunately, like all Western railroads, a limited supply of equipment has been available because so much was loaded East and, owing to congested conditions there, not returned. Fully 70% of the Company's freight car equipment was off the line; and what little remained, plus the foreign cars received, averaged from 80% to 85% of the total cars owned by the Company.

Fuel prices during the year were quite favorable, because of a contract negotiated nearly two years ago. Materials of all kinds have advanced enormously in price, but the full effect of the advance was not felt, because of a large stock purchased in anticipation of the rise in prices.

Throughout most of the year wages were reasonably normal, though, beginning about April 1st, moderate increases were made to various classes of employes from time to time—a natural result of the rapid pace at which the cost of living has increased.

On the other hand, the outlook for the new calendar year is far from reassuring. Commencing January first, the Adamson Law, recently declared constitutional by the Supreme Court, will impose a burden approximating 25% increase in the wages of trainmen, enginemen and yardmen; and this heavy increase in the wages of the best paid employes has naturally created a demand for increases from employes in all branches of service.

At the present writing indications are that coal prices under the next contract will be largely advanced. Materials used in maintenance have advanced from 33% to 400%. The price of locomotives has increased over 100%.

While paying war-time wages and war-time prices for materials, the Company is forced to continue selling its product—Transportation—at peace-time prices. In short, the high cost of living has hit railroads with a vengeance, and they are not in a position, as are other enterprises, to take the necessary steps to increase their own revenues. Applications to the Interstate Commerce Commission and various State Co amissions for increased rates have been generally denied. Where any increases have been permitted they have been pitifully small and inadequate; and even now an application for a horizontal increase of 15% in rates, made in the best of faith by railroad executives, which is now pending before the Interstate Commerce Commission, is being vigorously attacked by many shippers and even by some members of Congress. It seems to be the impression of the opponents of the rate increase that, because the railroads made a profit last year, they are not now entitled to better rates. The heavier operating burdens effective since the first of January, 1917, are overlooked or are being purposely ignored; yet, many of the industries opposing rate increases were vastly more prosperous in the calendar year 1916 than were the railroads. And it should not be forgotten that the railroads' prosperity was founded almost solely upon increased volume of business, and not upon increased prices for transportation.

Even if the railroads were granted an increase of 25% in their tariff rates, the burden would hardly be felt by most of the industries of the country. The farmer, who is now receiving $2.50 and even more per bushel

for his wheat, is paying the railroads the same freight rate that he paid when his wheat yielded but 75 cents per bushel. Manufacturing concerns, some of them making an annual return of 100% on their capital, are paying the same freight rates they paid when some of them were not able to make any return upon their stock, and few as much as a 10% return.

The passenger business deserves a word. The two-cent per mile rates that were fixed back in 1907 by the various States through which our line operates, have been steadily maintained. Every effort to secure modification of the laws from the different legislatures has failed; and yet the cost of passenger train service has advanced by leaps and bounds since the two-cent fare laws were enacted. Automobile competition has grown to such an extent that it has most seriously curtailed local travel. The State of Iowa provides a fair illustration of what this means. In that State there is an automobile for every eleven inhabitants, as shown by the last census; practically enough automobiles to move the entire population. Their seating capacity far exceeds that of all the railroad passenger cars used in the State. The amount spent annually for automobiles in Iowa, that is to say for new cars and for operation and upkeep of the old ones, is estimated at over eighty-eight million dollars, or four times the total passenger earnings of all the railroads in the State.

These facts have been stated in some detail in order that the Stockholders may appreciate the real situation of the Company, and fully understand why returns from the first of January, 1917, must of necessity prove disappointing.

What might be termed the overhead charges have always been heavy, owing to the extensive use of other lines by the Chicago Great Western in reaching its terminals. These charges, including as rental the interest on the Mason City & Ft. Dodge bonds, amounted to $1,154,514, leaving a surplus of $3,368,207—more than three times the annual interest on the outstanding first mortgage bonds of the Chicago Great Western Railroad.

The Company has no floating debt, short term notes, equipment trusts or any obligations due prior to January 1, 1950.

Owing to the strong cash position of the company it was able to save during the year $26,385. through discount of bills for materials and supplies. The total amount so saved since September 1, 1909, is $131,815.

During the year the company earned $53,760 interest on bank balances. The total so earned since September 1, 1909, is $555,813.

A careful study of Exhibit 12 will prove of interest. It shows what has been accomplished by the expenditure of $20,624,544, or $14,626 per mile of road, on the property since its organization. The increase in Net Income in the same period is equal to 12.16% on the total expenditure.

Operating Revenue in the year shows an increase of 47.25% over 1909; Operating Expenses increased but 27.62%; Taxes, over which the company has no control, increased 61.55%. Nevertheless, the Percentage of Operating Expenses and Taxes has been reduced 12.43%, and the Net Operating Income increased 140.84%.

Among the causes contributing to this improved result is the reduction of 22.79% in Freight Train Mileage while Revenue Ton Mileage increased 60.07%; consequently the Average Revenue Tons Per Train Mile increased 100.78%, and the Revenue Per Freight Train Mile increased 93.17%. Revenue Per Ton Mile decreased 6.95%. It will be noted that the Average Tons of All Freight Per Train Mile this year were 655.47—a record that will compare favorably with any western line. If the unit costs of transporting freight which prevailed in the year 1910, (the first calendar year following the organization of the Company), had remained unchanged in 1916, the transportation cost of freight alone in the latter year would have been $4,610,878. The actual cost was $3,601,599, 15 per cent of which represents the increases since 1910 in wages and prices of materials. The comparable cost for 1916 is therefore $3,061,358, or a saving of $1,549,520, resulting from these improvements in efficiency of the property and the service. The amount thus saved is equal to 3.53% on the outstanding Preferred Stock of the Company.

In the conduct of the passenger business, as compared with 1909, Passenger Train Mileage was reduced 3.79%, while Passengers One Mile increased 25.96%; Revenue Per Passenger Mile increased 10.85%; Passenger Revenue Per Train Mile increased 45.21%.

Reference to Exhibit 10 will show the Transportation ratio to Operating Revenue 33.9%, which, considering the fact that included in the Transportation account there is freight paid on company coal of $535,727, while many other competing lines have abundant coal supplies on their own rails, shows in another way what has been accomplished by the additional capital expenditures on the property.

Claims paid for loss and damage of freight in 1909 amounted to 2.34% of the freight revenue. In 1916 they amounted to 1.8% being a decrease of 23.08%.

During the year two dividends, one May 1, 1916, and the other October 2, 1916, of one percent each, were paid on the preferred stock of the Company, making three dividends paid to date, out of the income since July 1, 1914, when the dividend on the preferred stock became cumulative.

The reserve account for accrued depreciation is as follows:

Total amount charged in the Operating Expenses, September 1, 1909, to December 31, 1915	$889,229.77
Total amount thereof applied in connection with equipment retired to December 31, 1915	77,783.21
Balance of reserve brought over at beginning of this year	811,446.56
Amount charged to Operating Expenses and credited to the reserve account in this year	169,296.17
Amount of reserve applied in connection with retirements of equipment during this year	26,945.34
Amount at credit of accrued depreciation account December 31, 1916	953,797.39

The following statement showing the return on the investment in Road and Equipment from the year 1910, being the first full year after date of organization of the present company (September 1, 1909) to December 31, 1916, will prove of interest:

Years ended December 31:	Property Investment.	Income Applicable to Bond Interest, Dividends, Improvement of Property and Strengthening of Credit.*	Per Cent Income of Property Investment.
1910	$122,345,445.51	$2,169,873.38	1.77
1911	124,612,088.57	2,332,242.34	1.87
1912	126,962,739.39	2,073,466.02	1.63
1913	127,710,902.65	2,614,612.13	2.05
1914	129,458,402.52	2,427,756.75	1.88
1915	129,591,708.71	2,596,003.03	2.00
1916	130,968,891.04	3,748,566.60	2.86

* The "Income" shown here is determined after allowing for adjustments made through profit and loss.

The amount earned in the year just closed capitalized at 7% is equal to $37,976 per mile of road, a sum far less than the cost of reproducing the present railroad and its equipment.

For detailed information as to income, balance sheet, traffic and other statistics reference is invited to the following pages.

The Board of Directors takes this opportunity to express its appreciation to the officers and employes of the Company for their faithful and efficient services.

By Order of the Board,

SAMUEL M. FELTON,
President.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING INCOME FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 1

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Average Miles of Road Operated	1,490.22	1,427.55	62.67	4.39		
Operating Revenues:						
TRANSPORTATION REVENUE:						
Freight	$ 11,263,803.36	$ 9,761,595.24	$ 1,502,208.12	15.39		
Passenger	3,493,071.91	3,119,081.59	373,990.32	11.99		
Excess Baggage	27,187.70	28,755.37			$ 1,567.67	5.45
Parlor and Chair Car	26,784.81	22,018.40	4,766.41	21.65		
Mail	239,680.38	222,569.86	17,110.52	7.69		
Express	409,064.39	368,208.00	40,856.39	11.10		
Other Passenger Train	7,917.24	7,231.36	685.88	9.48		
Milk	178,743.73	169,228.09	9,515.64	5.62		
Switching	221,882.97	194,772.41	27,110.56	13.92		
Special Service Train	9,918.40	8,561.75	1,356.65	15.84		
Other Freight Train		103.67			103.67	
Total Transportation Revenue	$ 15,878,054.89	$ 13,902,125.74	$ 1,975,929.15	14.21		
INCIDENTAL REVENUE:						
Dining and Buffet	$ 94,093.85	$ 83,807.60	$ 10,286.25	12.27		
Hotel and Restaurant	26,542.11	24,474.84	2,067.27	8.45		
Station, Train and Boat Privileges	3,471.67	3,039.75	431.92	14.21		
Parcel Room	2,168.50	2,603.10			$ 434.60	16.70
Storage—Freight	15,193.92	12,133.01	3,060.91	25.23		
Storage—Baggage	1,732.15	1,919.24			187.09	9.75
Demurrage	61,676.57	42,996.69	18,679.88	43.44		
Telegraph and Telephone	1,026.52	924.13	102.39	11.08		
Rents of Buildings and Other Property	12,760.25	9,621.42	3,138.83	32.62		
Miscellaneous	22,515.36	21,118.58	1,396.78	6.61		
Total Incidental Revenue	$ 241,180.90	$ 202,638.36	$ 38,542.54	18.82		
JOINT FACILITY REVENUE:						
Joint Facility—Cr	$ 12,560.54	$ 14,777.28			$ 2,216.74	15.00
Joint Facility—Dr	104.40	219.80			115.40	52.50
Total Joint Facility Revenue	$ 12,456.14	$ 14,557.48			$ 2,101.34	14.43
Total Railway Operating Revenue	$ 16,131,691.93	$ 14,119,321.58	$ 2,012,370.35	14.25		
Operating Expenses:						
Maintenance of Way and Structures	$ 2,204,521.18	$ 1,910,231.25	$ 294,289.93	15.40		
Maintenance of Equipment	2,458,836.70	2,427,494.66	31,342.04	1.29		
Traffic	560,610.69	546,242.69	14,368.00	2.63		
Transportation—Rail Line	5,468,485.87	5,114,760.75	353,725.12	6.91		
Miscellaneous Operations	116,160.93	96,714.42	19,446.51	2.01		
General	459,642.62	373,313.44	86,329.18	23.12		
Transportation for Investment—Cr	18,592.44	12,000.35	6,592.09	54.93		
Total Operating Expenses	$ 11,249,665.55	$ 10,456,756.86	$ 792,908.69	7.58		
Net Revenue from Railway Operations	$ 4,882,026.38	$ 3,662,564.72	$ 1,219,461.66	33.29		
Railway Tax Accruals	$ 578,605.49	$ 563,083.30	$ 15,522.19	2.76		
Uncollectible Railway Revenues	11,407.56	6,835.04	4,572.52	66.90		
Total Operating Income	$ 4,292,013.33	$ 3,092,646.38	$ 1,199,366.95	38.78		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GROSS INCOME, DEDUCTIONS FROM GROSS INCOME AND NET INCOME FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 2

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Total Operating Income (Exhibit 1)	$ 4,292,013.33	$ 3,092,646.38	$ 1,199,366.95	38.78		
Non-Operating Income:						
Hire of Equipment	$ 1,286,487.18	$ 890,784.25	$ 395,702.93	44.42		
Joint Facility Rent Income	27,392.98	71,598.98			$ 44,206.00	61.74
Income from Lease of Road	5,746.66	68,959.92			63,213.26	91.67
Miscellaneous Rent Income	44,071.12	40,068.38	4,002.74	9.99		
Dividend Income	10,549.00	4,494.83	6,054.17	134.69		
Income from Funded Securities	1,223.42	1,505.00			281.58	18.71
Income from Unfunded Securities and Accounts	55,887.48	66,661.57			10,774.09	16.16
Miscellaneous Income	516.22	1,559.41			1,043.19	66.90
Total Non-Operating Income	$ 1,431,874.06	$ 1,145,632.34	$ 286,241.72	24.98		
Gross Income	$ 5,723,887.39	$ 4,238,278.72	$ 1,485,608.67	35.05		
Deductions from Gross Income:						
Interest on Funded Debt, Chicago Great Western Railroad Company	$ 1,032,837.90	$ 1,032,660.00	$ 177.90	.02		
Interest on Unfunded Debt	1,184.37	1,461.55			$ 277.18	18.96
Total Interest	$ 1,034,022.27	$ 1,034,121.55			$ 99.28	.01
Hire of Equipment	1,141,794.63	903,807.82	$ 237,986.81	26.33		
Joint Facility Rents	674,514.43	759,021.67			84,507.24	11.13
Rent for Leased Roads. (Interest on Funded Debt, Mason City and Fort Dodge Railroad Company)	† 480,000.00	† 480,000.00				
Miscellaneous Rents	35,141.66	32,069.55	3,072.11	9.58		
Miscellaneous Tax Accruals	363.98	302.44	61.54	20.35		
Amortization of Discount on Funded Debt	13,510.44	13,510.44				
Miscellaneous Income Charges	9,171.28	5,947.60	3,223.68	54.20		
Total Deductions from Gross Income	$ 3,388,518.69	$ 3,228,781.07	$ 159,737.62	4.95		
Net Income	$ 2,335,368.70	$ 1,009,497.65	$ 1,325,871.05	131.34		

†This interest is not an obligation of the Chicago Great Western R. R. Co., unless it is earned under the terms of, and as provided in, the lease.

PROFIT AND LOSS ACCOUNT

	Debits	Credits
Balance at January 1, 1916		$4,810,625.70
Credit Balance Transferred from Income		2,335,368.70
Dividend No. 2 on C. G. W. R. R. Co. 4% Preferred Capital Stock	$ 438,679.00	
Dividend No. 3 on C. G. W. R. R. Co. 4% Preferred Capital Stock	438,679.00	
Loss on Retired Road and Equipment	43,238.66	
Sundry Adjustments—Net	20,153.27	
Balance Carried to Balance Sheet, December 31, 1916	6,205,244.47	
	$7,145,994.40	$7,145,994.40

CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES

CONSOLIDATED BALANCE SHEET STATEMENT DECEMBER 31, 1916

EXHIBIT 3

ASSETS			LIABILITIES		
INVESTMENTS:			**CAPITAL STOCK:**		
Road and Equipment:			Common Stock.	$ 45,246,913.00	
Investment on September 1, 1909—Road	$106,406,987.06		Less Common Stock in Treasury (a)	36,400.00	$ 45,210,513.00
Investment on September 1, 1909—Equipment	6,311,223.20		Preferred Stock	$ 44,137,402.00	
Investment since September 1, 1909—Road	10,752,588.01		Less Preferred Stock in Treasury (b)	210,800.00	43,926,602.00
Investment since September 1, 1909—Equipment	6,521,174.68	$129,991,972.95			$ 89,137,115.00
Improvements on Leased Railway Property since July 1, 1914		3,221.36	**LONG TERM DEBT:**		
Miscellaneous Physical Property		71,498.01	Chicago Great Western Railroad Company:		
INVESTMENTS IN AFFILIATED COMPANIES:			First Mortgage 50 Year 4% Gold Bonds	$ 28,816,000.00	
Stocks—Pledged	$ 530,192.09		Less Bonds held in Treasury	3,433,000.00	25,383,000.00
Stocks—Unpledged	337,400.81		Minneapolis Terminal 50 Year 3½% Gold Bonds		500,000.00
Bonds—Unpledged	13,537.50		Mason City & Fort Dodge Railroad Company:		
Advances	18,867.32	899,997.72	First Mortgage 50 Year 4% Gold Bonds		12,000,000.00
OTHER INVESTMENTS:			Wisconsin, Minnesota & Pacific Railroad Company:		
Stocks—Pledged	$ 1.00		First Mortgage 50 Year 4% Gold Bonds	$ 6,232,000.00	
Stocks—Unpledged	630.00		Less Bonds owned by Chicago Great Western Railroad Company and Pledged with Trustees of its Mortgage	6,216,000.00	16,000.00
Bonds—Unpledged	1,570.00	2,201.00	Non-negotiable Debt to Affiliated Companies		47,924.77
		$130,968,891.04	**CURRENT LIABILITIES:**		
CURRENT ASSETS:			Traffic and Car Service Balances Payable	$ 636,610.80	
Cash	$ 2,816,714.13		Audited Accounts and Wages Payable	825,779.60	
Loans and Bills Receivable	1,139.03		Miscellaneous Accounts Payable	87,246.91	
Traffic and Car Service Balances—Receivable	94,201.87		Interest Matured Unpaid	26,947.50	
Net Balance Receivable from Agents and Conductors	385,148.73		Unmatured Interest Accrued	339,378.13	
Miscellaneous Accounts Receivable	526,878.17		Unmatured Rents Accrued:		
Material and Supplies	1,500,401.80		Interest on M. C. & Ft. D. R. R. Co. Bonds	40,000.00	
Interest and Dividends Receivable	1,096.93		Miscellaneous Rents	112,401.90	
Other Current Assets	74,646.50	5,400,227.16	Other Current Liabilities	195,622.89	2,263,987.73
DEFERRED ASSETS:			**DEFERRED LIABILITIES:**		
Working Fund Advances		8,045.61	Other Deferred Liabilities		37,360.10
UNADJUSTED DEBITS:			**UNADJUSTED CREDITS:**		
Insurance Premiums Paid in Advance	$ 15,989.42		Tax Liability	$ 472,291.53	
Discount on Funded Debt	576,445.79		Operating Reserves	63,877.23	
Other Unadjusted Debits	561,899.81	1,154,335.02	Accrued Depreciation—Equipment	953,797.39	
			Other Unadjusted Credits	441,935.08	1,931,901.23
			CORPORATE SURPLUS:		
			Appropriated Surplus	$ 8,965.53	
			Profit and Loss—Balance	6,205,244.47	6,214,210.00
Total		$137,531,498.83	Total		$137,531,498.83

(a) Held for exchange of C. G. W. R'way Co. securities.

(b) Includes $36,500 held for exchange of C. G. W. R'way Co. securities, and $8,000 against exchange of W. M. & P. R. R. Co. bonds.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF GENERAL AND TRAFFIC STATISTICS FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 4

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
General Operating Results:						
Railway Operating Revenues	$ 16,131,691.93	$ 14,119,321.58	$ 2,012,370.35	14.25		
Railway Operating Expenses	$ 11,249,665.55	$ 10,456,756.86	$ 792,908.69	7.58		
Net Railway Operating Revenue	$ 4,882,026.38	$ 3,662,564.72	$ 1,219,461.66	33.29		
Railway Operating Revenues per Mile of Road	$ 10,825.04	$ 9,890.60	$ 934.44	9.45		
Railway Operating Expenses per Mile of Road	$ 7,549.00	$ 7,324.97	$ 224.03	3.06		
Net Railway Operating Revenue per Mile of Road	$ 3,276.04	$ 2,565.63	$ 710.41	27.68		
Railway Operating Revenues per Revenue Train Mile	$ 2.67	$ 2.46	$ .21	8.53		
Railway Operating Expenses per Revenue Train Mile	$ 1.86	$ 1.82	$ .04	2.20		
Net Railway Operating Revenue per Revenue Train Mile	$ .81	$ .64	$ .17	26.56		
Ratio of Operating Expenses to Operating Revenues	69.74%	74.06%			4.32	5.83
Average Mileage Operated	1,490.22	1,427.55	62.67	4.39		
Revenue Train Miles	6,048,052	5,729,974	318,078	5.55		
Freight Traffic:						
Revenue from Freight	$ 11,263,803.36	$ 9,761,595.24	$ 1,502,208.12	15.39		
Tons of Revenue Freight	6,335,328	5,629,277	706,051	12.54		
Ton-Miles of Revenue Freight	1,716,360,425	1,374,487,786	341,872,639	24.87		
Ton-Miles of Revenue Freight per Mile of Road	1,151,750	962,830	188,920	19.62		
Average Miles hauled Revenue Freight	270.92	244.17	26.75	10.96		
Revenue per Ton	$ 1.78	$ 1.73	$ .05	2.89		
Revenue per Ton-Mile (Cents)	.656	.710			.054	7.61
Revenue per Train Mile (including all mixed Trains)	$ 3.96	$ 3.73	$ .23	6.17		
Revenue per Mile of Road	$ 7,558.48	$ 6,838.01	$ 720.47	10.54		
Tons of Revenue and Non-Revenue Freight	7,945,656	6,992,868	952,788	13.63		
Ton-Miles of Revenue and Non-Revenue Freight	1,864,958,324	1,509,996,873	354,961,451	23.51		
Average Miles hauled Revenue and Non-Revenue Freight	234.71	215.93	18.78	8.70		
Ton-Miles of Revenue and Non-Revenue Freight per Mile of Road	1,251,465	1,057,754	193,711	18.31		
Passenger Traffic:						
Revenue from Passengers	$ 3,493,071.91	$ 3,119,081.59	$ 373,990.32	11.99		
Revenue from Passenger Trains	$ 4,382,450.16	$ 3,937,092.67	$ 445,357.49	11.31		
Revenue Passengers Carried	2,774,801	2,813,962			39,161	1.39
Revenue Passenger-Miles	167,581,541	159,659,727	7,921,814	4.96		
Revenue Passenger-Miles per Mile of Road	112,454	111,842	612	.55		
Average Miles carried	60.39	56.74	3.65	6.43		
Revenue per Passenger	$ 1.26	$ 1.11	$ .15	13.51		
Revenue per Passenger-Mile (Cents)	2.084	1.954	.130	6.65		
Revenue from Passengers per Revenue Train Mile (including all mixed and motor trains)	$ 1.06	$ .97	$ .09	9.28		
Revenue from Passenger Trains per Revenue Train Mile (including all mixed and motor trains)	$ 1.33	$ 1.23	$ .10	8.13		
Revenue from Passenger Trains per Mile of Road	$ 2,940.81	$ 2,757.94	$ 182.87	6.63		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF TRAIN AND CAR STATISTICS FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 5

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Freight:						
Revenue Freight Locomotive Miles (including all mixed, light and helping)	3,430,474	3,107,042	323,432	10.41		
Revenue Freight Train Miles (including all mixed trains)	2,845,223	2,617,588	227,635	8.70		
Per Cent of Locomotive Miles in excess of Train Miles	20.57	18.70	1.87	10.00		
Loaded Freight Car Miles	85,549,749	74,512,624	11,037,125	14.81		
Empty Freight Car Miles (including caboose)	25,577,138	33,602,337			8,025,199	23.88
Total Freight Car Miles	111,126,887	108,114,961	3,011,926	2.79		
Per Cent of Empty to Total Freight Car Miles	23.02	31.08			8.06	25.93
Tons per Loaded Car—Revenue Freight	20.06	18.45	1.61	8.73		
Tons per Loaded Car—All Freight	21.80	20.26	1.54	7.60		
Tons per Freight Train—Revenue Freight	603.24	525.10	78.14	14.88		
Tons per Freight Train—All Freight	655.47	576.87	78.60	13.63		
Loaded Cars per Freight Train	30.07	28.46	1.61	5.66		
Empty Cars per Freight Train	8.99	12.84			3.85	29.98
Total Cars per Freight Train	39.06	41.30			2.24	5.42
Freight Train Miles per Mile of Road (including all mixed trains)	1,909	1,834	75	4.09		
Average Miles per Freight Car per Day	30.4	27.7	2.7	9.75		
Passenger:						
Revenue Passenger Locomotive Miles (including all mixed, light and helping)	3,361,975	3,280,968	81,007	2.47		
Revenue Passenger Train Miles (including all mixed and motor trains)	3,292,207	3,208,895	83,312	2.60		
Per Cent of Locomotive Miles in excess of Train Miles	2.12	2.25			.13	5.78
Passenger Car Miles (all cars)	17,839,859	17,506,072	333,787	1.91		
Cars per Passenger Train (all cars)	5.42	5.46			.04	.73
Passengers per Train	50.90	49.75	1.15	2.31		
Passengers per Car	13.30	12.70	.60	4.72		
Passenger Train Miles per Mile of Road (including all mixed and motor trains)	2,209	2,248			39	1.73

CHICAGO GREAT WESTERN RAILROAD COMPANY

CAPITAL STOCKS AND SECURITIES OF CHICAGO GREAT WESTERN RAILROAD AND PROPRIETARY COMPANIES, DECEMBER 31, 1916

EXHIBIT 6

COMPANY	Total Issued and Outstanding December 31, 1916	Amount in Hands of Public December 31, 1916	Owned by Chicago Great Western Railroad Company	
			Par Value Owned	Pledged or Unpledged
STOCKS:				
Chicago Great Western Railroad Company:				
Preferred Stock (4%*)	$ 44,137,402.00	$ 43,926,602.00	$ 210,800.00(a)	Unpledged
Common Stock	45,246,913.00	45,210,513.00	36,400.00(b)	Unpledged
Mason City & Fort Dodge Railroad Company:				
Preferred Stock	13,635,752.00		13,635,752.00	Pledged
Common Stock	19,205,400.00		19,205,400.00	Pledged
Wisconsin, Minnesota & Pacific Railroad Company:				
Common Stock	5,893,400.00		5,893,400.00	Pledged
Total Stocks	$ 128,118,867.00	$ 89,137,115.00	$ 38,981,752.00	
NOTE.—During the year $4,000 of C. G. W. Preferred Stock was issued in connection with further exchanges of W. M. & P. bonds. Of this the company acquired $2,000, and $2,000 passed into the hands of the public.				
BONDS:				
Chicago Great Western Railroad Company:				
First Mortgage 4% Gold Bonds	$ 28,816,000.00	$ 25,383,000.00	$ 3,433,000.00(c)	Unpledged
Minneapolis Terminal:				
First Mortgage 3½% Gold Bonds	500,000.00	500,000.00		
Mason City & Fort Dodge Railroad Company:				
First Mortgage 4% Gold Bonds (d)	12,000,000.00	12,000,000.00		
Wisconsin, Minnesota & Pacific Railroad Company:				
First Mortgage 4% Gold Bonds (d)	6,232,000.00	16,000.00	6,216,000.00(e)	Pledged
Total Bonds	$ 47,548,000.00	$ 37,899,000.00	$ 9,649,000.00	
Total Stocks and Bonds	$ 175,666,867.00	$ 127,036,115.00	$ 48,630,752.00	
NOTE.—During the year $8,000 of C. G. W. bonds were issued in connection with further exchanges of W. M. & P. bonds, $6,000 of which are held in the Company's treasury and $2,000 passed into the hands of the public.				

*Cumulative after June 30, 1914.

(a) Includes $36,500 held in treasury for issue against C. G. W. Ry. Co. securities.

(b) All held in treasury for issue against C. G. W. Ry. Co. securities.

(c) Includes $3,108,000 C. G. W. R. R. Co. bonds, certified and delivered by the Trustees and held in the treasury of the Company, but not yet approved by the State Public Utilities Commissions, and, therefore, not immediately available for sale.

(d) The interest on these bonds is not an obligation of the Chicago Great Western R. R. Co. unless it is earned under the terms of, and as provided in, the lease.

(e) Owned and pledged by the C. G. W. R. R. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 9

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Maintenance of Way and Structures:						
Superintendence	$ 111,236.70	$ 107,698.08	$ 3,538.62	3.28		
Roadway Maintenance	192,732.60	173,396.21	19,336.39	11.15		
Tunnels and Subways	1,976.67	3,878.60			$ 1,901.93	49.04
Bridges, Trestles and Culverts	143,534.83	120,666.67	22,868.16	18.95		
Ties	334,819.19	281,023.89	53,795.30	19.14		
Rails	159,937.28	63,962.81	95,974.47	150.05		
Other Track Material	105,837.88	73,166.27	32,671.61	44.65		
Ballast	11,734.95	20,308.97			8,574.02	42.22
Track Laying and Surfacing	621,239.53	547,166.05	74,073.48	13.54		
Right of Way Fences	28,299.72	23,562.82	4,736.90	20.10		
Snow and Sand Fences and Snow Sheds	1,796.36	1,828.13			31.77	1.74
Crossings and Signs	45,264.66	43,495.76	1,768.90	4.07		
Station and Office Buildings	63,106.67	62,204.45	902.22	1.45		
Roadway Buildings	2,627.68	2,156.22	471.46	21.86		
Water Stations	38,664.60	32,827.24	5,837.36	17.78		
Fuel Stations	12,750.37	6,439.78	6,310.59	97.99		
Shops and Enginehouses	40,310.06	32,656.89	7,653.17	23.43		
Grain Elevators	25.00	67.40			42.40	62.91
Wharves and Docks	5.00	2,964.29			2,959.29	99.83
Telegraph and Telephone Lines	28,124.66	29,673.35			1,548.69	5.22
Signals and Interlockers	29,409.49	44,342.56			14,933.07	33.68
Power Plant Buildings	1,046.84	455.41	591.43	129.87		
Miscellaneous Structures		8.62			8.62	
Paving	5.63		5.63			
Roadway Machines	18,502.26	15,726.12	2,776.14	17.65		
Small Tools and Supplies	25,028.98	15,775.35	9,253.63	58.66		
Removing Snow, Ice and Sand	37,837.41	47,525.11			9,687.70	20.38
Assessments for Public Improvements	253.30	614.11			360.81	58.75
Injuries to Persons	37,909.43	48,208.25			10,298.82	21.36
Insurance	9,767.67	9,042.02	725.65	8.02		
Stationery and Printing	4,740.89	4,187.43	553.46	13.22		
Other Expenses	39.77	2,550.64			2,510.87	98.44
Maintaining Joint Tracks, Yards and Other Facilities—Dr.	126,804.22	130,384.87			3,580.65	2.75
Maintaining Joint Tracks, Yards and Other Facilities—Cr.	30,849.12	37,733.12			6,884.00	18.24
Total	$ 2,204,521.18	$ 1,910,231.25	$ 294,289.93	15.40		
Maintenance of Equipment:						
Superintendence	$ 77,640.76	$ 74,696.90	$ 2,943.86	3.94		
Shop Machinery	50,139.34	37,671.39	12,467.95	33.10		
Power Plant Machinery	6,857.23	4,919.77	1,937.46	39.38		
Steam Locomotives—Repairs	930,833.83	774,270.29	156,563.54	20.22		
Steam Locomotives—Depreciation	32,355.80	32,617.72			$ 261.92	.80
Steam Locomotives—Retirements	37,666.73	24,849.53	12,817.20	51.58		
Freight Train Cars—Repairs	913,203.67	973,891.37			60,687.70	6.23
Freight Train Cars—Depreciation	113,634.55	116,212.97			2,578.42	2.22
Freight Train Cars—Retirements	32,743.66	92,189.66			59,446.00	64.48
Passenger Train Cars—Repairs	160,022.94	172,873.42			12,850.48	7.43
Passenger Train Cars—Depreciation	9,690.87	11,800.64			2,109.77	17.88
Passenger Train Cars—Retirements	* 1,516.81		1,516.81			
Motor Equipment of Cars—Repairs	9,925,18	1,179.20	8,745.98	741.69		
Work Equipment—Repairs	36,369.49	28,211.02	8,158.47	28.92		
Work Equipment—Depreciation	13,367.38	9,077.13	4,290.25	47.26		
Work Equipment—Retirements	1,077.88	39,745.16			38,667.28	97.29
Injuries to Persons	16,694.47	15,140.34	1,554.13	10.26		
Insurance	11,207.16	9,617.61	1,589.55	16.53		
Stationery and Printing	6,713.01	6,155.83	557.18	9.05		
Other Expenses	1,180.15	507.59	672.56	132.50		
Maintaining Joint Equipment at Terminals—Dr.	2,987.07	3,348.53			361.46	10.79
Maintaining Joint Equipment at Terminals—Cr.	3,957.66	1,481.41	2,476.25	167.15		
Total	$ 2,458,836.70	$ 2,427,494.66	$ 31,342.04	1.29		
Forward	$ 4,663,357.88	$ 4,337,725.91	$ 325,631.97	7.51		

*Credit.

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 9—CONTINUED

	1916	1915	INCREASE Amount	INCREASE Per Cent	DECREASE Amount	DECREASE Per Cent
Forward	$ 4,663,357.88	$ 4,337,725.91	$ 325,631.97	7.51		
Traffic:						
Superintendence	$ 104,894.16	$ 103,666.66	$ 1,227.50	1.18		
Outside Agencies	342,869.42	340,736.27	2,133.15	.63		
Advertising	53,405.00	52,012.48	1,392.52	2.68		
Traffic Associations	7,017.20	9,491.84			$ 2,474.64	26.07
Industrial and Immigration Bureaus	1,312.58		1,312.58			
Insurance	206.23	195.75	10.48	5.35		
Stationery and Printing	50,906.10	40,119.69	10,786.41	26.88		
Other Expenses		20.00			20.00	
Total	$ 560,610.69	$ 546,242.69	$ 14,368.00	2.63		
Transportation—Rail Line:						
Superintendence	$ 117,569.37	$ 113,911.81	$ 3,657.56	3.21		
Dispatching Trains	59,949.67	59,630.22	319.45	.54		
Station Employees	758,953.24	706,896.90	52,056.34	7.36		
Weighing, Inspection and Demurrage Bureaus	21,803.31	17,783.77	4,019.54	22.60		
Station Supplies and Expenses	42,549.58	39,337.74	3,211.84	8.16		
Yardmasters and Yard Clerks	81,380.45	77,470.30	3,910.15	5.05		
Yard Conductors and Brakemen	248,539.46	236,140.67	12,398.79	5.25		
Yard, Switch and Signal Tenders	6,184.86	6,130.00	54.86	.89		
Yard Enginemen	166,216.77	152,991.69	13,225.08	8.64		
Fuel for Yard Locomotives	208,317.28	195,374.62	12,942.66	6.62		
Water for Yard Locomotives	13,520.80	12,832.84	687.96	5.36		
Lubricants for Yard Locomotives	3,586.03	3,134.47	451.56	14.41		
Other Supplies for Yard Locomotives	2,504.42	2,495.29	9.13	.37		
Enginehouse Expenses—Yard	65,056.19	63,179.07	1,877.12	2.97		
Yard Supplies and Expenses	3,378.51	3,300.96	77.55	2.35		
Operating Joint Yards and Terminals—Dr	153,166.03	153,171.11			$ 5.08	
Operating Joint Yards and Terminals—Cr	40,508.61	43,082.17			2,573.56	5.97
Train Enginemen	640,502.69	589,715.37	50,787.32	8.61		
Train Motormen	2,006.22	3,160.69			1,154.47	36.53
Fuel for Train Locomotives	1,252,179.21	1,140,208.37	111,970.84	9.82		
Water for Train Locomotives	63,333.39	55,533.87	7,799.52	14.04		
Lubricants for Train Locomotives	20,326.92	18,169.75	2,157.17	11.87		
Other Supplies for Train Locomotives	14,306.31	12,480.45	1,825.86	14.63		
Enginehouse Expenses—Train	139,721.62	134,210.34	5,511.28	4.11		
Trainmen	577,085.22	534,677.12	42,408.10	7.93		
Train Supplies and Expenses	248,908.64	220,383.48	28,525.16	12.94		
Signal and Interlocker Operation	55,641.25	44,339.17	11,302.08	25.49		
Crossing Protection	23,506.16	22,263.52	1,242.64	5.58		
Drawbridge Operation	1,603.68	1,694.05			90.37	5.33
Telegraph and Telephone Operation	31,742.46	30,855.51	886.95	2.87		
Stationery and Printing	37,339.89	31,864.06	5,475.83	17.18		
Other Expenses	5,034.67	8,120.86			3,086.19	38.00
Operating Joint Tracks and Facilities—Dr	54,555.77	54,387.43	168.34	.31		
Operating Joint Tracks and Facilities—Cr	27,580.64	26,288.59	1,292.05	4.91		
Insurance	6,232.61	6,153.20	79.41	1.29		
Clearing Wrecks	23,687.83	24,671.85			984.02	3.99
Damage to Property	12,052.97	13,431.73			1,378.76	10.26
Damage to Live Stock on Right of Way	25,574.20	28,562.40			2,988.20	10.46
Loss and Damage—Freight	202,227.65	193,929.46	8,298.19	4.28		
Loss and Damage—Baggage	991.08	455.13	535.95	117.76		
Injuries to Persons	145,338.71	171,082.24			25,743.53	15.05
Total	$ 5,468,485.87	$ 5,114,760.75	$ 353,725.12	6.91		
Forward	$ 10,692,454.44	$ 9,998,729.35	$ 693,725.09	6.94		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF OPERATING EXPENSES FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 9—CONTINUED

	1916	1915	INCREASE		DECREASE	
			Amount	Per Cent	Amount	Per Cent
Forward	$ 10,692,454.44	$ 9,998,729.35	$ 693,725.09	6.94		
Miscellaneous Operations:						
Dining and Buffet Service	$ 91,159.58	$ 74,728.97	$ 16,430.61	21.99		
Hotels and Restaurants	25,001.35	22,452.84	2,548.51	11.35		
Grain Elevators		* 467.39			$ 467.39	
Total	$ 116,160.93	$ 96,714.42	$ 19,446.51	20.11		
General:						
Salaries and Expenses of General Officers	$ 71,427.34	$ 70,271.66	$ 1,155.68	1.64		
Salaries and Expenses of Clerks and Attendants	211,345.48	207,210.23	4,135.25	2.00		
General Office Supplies and Expenses	17,596.15	17,051.40	544.75	3.19		
Law Expenses	53,928.30	53,365.66	562.64	1.05		
Insurance	391.33	369.50	21.83	5.91		
Stationery and Printing	17,021.89	18,559.89			$ 1,538.00	8.29
Valuation Expenses	16,692.11	1,952.41	14,739.70	754.95		
Other Expenses	57,162.26	19,422.81	37,739.45	194.30		
General Joint Facilities—Dr	14,077.76	* 14,900.88	28,978.64			
General Joint Facilities—Cr		† 10.76			10.76	
Total	$ 459,642.62	$ 373,313.44	$ 86,329.18	23.12		
Transportation for Investment—Cr.	$ 18,592.44	$ 12,000.35	$ 6,592.09	54.93		
Total Operating Expenses	$ 11,249,665.55	$ 10,456,756.86	$ 792,908.69	7.58		

*Credit.
†Debit.

COMPARATIVE STATEMENT OF SUNDRY RATIOS FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 10

	1916	1915	INCREASE	DECREASE
	Per Cents	Per Cents		
Ratio of Each Class of Expenses to Total Operating Expenses:				
Maintenance of Way and Structures	19.60	18.27	1.33	
Maintenance of Equipment	21.86	23.21		1.35
Traffic	4.98	5.22		.24
Transportation—Rail Line	48.61	48.91		.30
Miscellaneous Operations	1.03	.93	.10	
General	4.09	3.57	.52	
Transportation for Investment—Cr	.17	.11	.06	
Total	100.00	100.00		
Ratio of Each Class of Expenses to Total Operating Revenue:				
Maintenance of Way and Structures	13.66	13.53	.13	
Maintenance of Equipment	15.24	17.19		1.95
Traffic	3.48	3.87		.39
Transportation—Rail Line	33.90	36.23		2.33
Miscellaneous Operations	.72	.68	.04	
General	2.85	2.64	.21	
Transportation for Investment—Cr	.11	.08	.03	
Total	69.74	74.06		4.32

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF FREIGHT TONNAGE BY COMMODITIES FOR THE YEARS ENDED DECEMBER 31, 1916 AND 1915

EXHIBIT 11

COMMODITIES	TONS CARRIED 1916		TONS CARRIED 1915		INCREASE		DECREASE	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
PRODUCTS OF AGRICULTURE:								
Grain	1,280,509	20.21	868,479	15.43	412,030	47.44		
Flour	281,845	4.45	273,189	4.85	8,656	3.17		
Other Mill Products	129,151	2.04	116,079	2.06	13,072	11.26		
Hay	31,846	.50	42,881	.76			11,035	25.73
Tobacco	802	.01	960	.02			1.58	16.46
Cotton	6,227	.10	3,715	.07	2,512	67.62		
Fruits and Vegetables	135,296	2.14	114,563	2.04	20,733	18.10		
Other Products of Agriculture	63,539	1.00	56,512	1.00	7,027	12.43		
Total	1,929,215	30.45	1,476,378	26.23	452,837	30.67		
PRODUCTS OF ANIMALS:								
Live Stock	239,537	3.78	271,227	4.82			31,690	11.68
Dressed Meats	42,953	.68	32,214	.57	10,739	33.34		
Other Packing House Products	63,854	1.01	70,693	1.26			6,839	9.67
Poultry, Game and Fish	20,682	.33	16,663	.30	4,019	24.12		
Wool	3,403	.05	1,135	.02	2,268	199.82		
Hides and Leather	9,635	.15	12,477	.22			2,842	22.78
Other Products of Animals	21,621	.34	20,327	.36	1,294	6.37		
Total	401,685	6.34	424,736	7.55			23,051	5.43
PRODUCTS OF MINES:								
Anthracite Coal	90,604	1.43	120,328	2.13			29,724	24.70
Bituminous Coal	1,062,520	16.77	1,006,362	17.88	56,158	5.58		
Coke	23,188	.37	19,390	.34	3,798	19.59		
Ores	13,590	.21	4,995	.09	8,595	172.07		
Stone, Sand and Other Like Articles	349,462	5.52	400,052	7.11			50,590	12.65
Other Products of Mines	169,472	2.67	153,571	2.73	15,901	10.35		
Total	1,708,836	26.97	1,704,698	30.28	4,138	.24		
PRODUCTS OF FORESTS:								
Lumber	355,403	5.61	362,078	6.43			6,675	1.84
Other Products of Forests	14,410	.23	17,945	.32			3,535	19.70
Total	369,813	5.84	380,023	6.75			10,210	2.69
MANUFACTURES:								
Petroleum and Other Oils	199,272	3.15	184,133	3.27	15,139	8.22		
Sugar	73,585	1.16	56,808	1.01	16,777	29.53		
Naval Stores	11				11			
Iron—Pig and Bloom	50,381	.80	28,654	.51	21,727	75.83		
Iron and Steel Rails	46,628	.74	18,541	.33	28,087	151.49		
Other Castings and Machinery	147,664	2.33	85,621	1.52	62,043	72.46		
Bar and Sheet Metal	68,698	1.08	63,441	1.13	5,257	8.29		
Cement, Brick and Lime	510,793	8.06	462,534	8.22	48,259	10.43		
Agricultural Implements	28,460	.45	22,531	.40	5,929	26.31		
Wagons, Carriages, Tools, etc	28,820	.45	20,996	.37	7,824	37.26		
Wines, Liquors and Beers	20,979	.33	31,492	.56			10,513	33.38
Household Goods and Furniture	39,203	.62	36,107	.64	3,096	8.57		
Other Manufactures	294,530	4.65	251,821	4.47	42,709	16.96		
Total	1,509,024	23.82	1,262,679	22.43	246,345	19.51		
OTHER COMMODITIES:								
L.C.L. Goods not distributed above	345,220	5.45	327,130	5.81	18,090	5.53		
Miscellaneous	71,535	1.13	53,633	.95	17,902	33.38		
Total	416,755	6.58	380,763	6.76	35,992	9.45		
TOTAL COMMERCIAL FREIGHT	6,335,328	100.00	5,629,277	100.00	706,051	12.54		

CHICAGO GREAT WESTERN RAILROAD COMPANY

COMPARATIVE STATEMENT OF REVENUES, EXPENSES AND SUNDRY STATISTICAL DATA FOR THE EIGHT YEARS 1909 TO 1916 INCLUSIVE

EXHIBIT 12

FOR TWELVE MONTHS ENDED DECEMBER 31,	1909	1910	1911	1912	1913	1914	1915	1916	Per cent of Increase in 1916 over 1909
Average Miles of Road Operated	1,483.38	1,488.04	1,495.86	1,496.22	1,496.22	1,461.74	1,427.55	1,490.22	.46
Freight Revenue	$ 7,557,344	$ 8,976,874	$ 8,939,551	$ 9,242,443	$ 9,963,222	$ 9,868,247	$ 9,761,595	$ 11,263,803	49.04
Passenger Revenue	2,501,308	2,796,364	2,893,805	2,999,333	3,213,705	3,092,443	3,119,082	3,493,072	39.65
Miscellaneous Revenue	896,867	1,037,026	1,070,863	1,151,608	1,170,236	1,192,175	1,238,644	1,374,817	53.29
Operating Revenue	$ 10,955,519	$ 12,810,264	$ 12,904,219	$ 13,393,384	$ 14,347,163	$ 14,152,865	$ 14,119,321	$ 16,131,692	47.25
Operating Revenue per Mile of Road	7,386	8,609	8,627	8,951	9,589	9,682	9,891	10,825	46.56
Operating Expenses	$ 8,815,241	$ 9,768,709	$ 9,665,315	$ 10,347,595	$ 10,837,493	$ 10,706,641	$ 10,456,757	$ 11,249,666	27.62
Taxes	358,158	392,383	385,789	419,085	461,076	558,536	563,083	578,605	61.55
Operating Expenses and Taxes	$ 9,173,399	$ 10,161,092	$ 10,051,104	$ 10,766,680	$ 11,298,569	$ 11,265,177	$ 11,019,840	$ 11,828,271	28.94
Per Cent of Operating Expenses	80.46	76.26	74.90	77.26	75.54	75.65	74.06	69.74	(a) 13.32
Per Cent of Operating Expenses and Taxes	83.73	79.32	77.89	80.39	78.75	79.60	78.05	73.32	(a) 12.43
Uncollectible Railway Revenues							$ 6,835	$ 11,408	
Net Operating Income	$ 1,782,120	$ 2,649,172	$ 2,853,115	$ 2,626,704	$ 3,048,594	$ 2,887,688	$ 3,092,646	$ 4,292,013	140.84
Freight Train Mileage	3,685,217	3,771,868	3,126,683	3,046,758	2,893,209	2,758,577	2,617,588	2,845,223	(a) 22.79
Revenue Tonnage		4,979,377	5,050,753	5,177,001	5,430,698	5,658,795	5,629,277	6,335,328	(b) 27.23
Revenue Ton Mileage	1,072,279,632	1,247,441,861	1,235,536,423	1,275,314,097	1,349,259,583	1,400,628,606	1,374,487,786	1,716,360,425	60.07
Revenue Ton Mileage per Mile of Road	722,862	838,312	825,971	852,357	901,779	958,193	962,830	1,151,750	59.33
Average Revenue per Ton per mile (cents)	0.705	0.720	0.724	0.725	0.738	0.705	0.710	0.656	(a) 6.95
Revenue per Freight Train Mile	$ 2.05	$ 2.38	$ 2.86	$ 3.03	$ 3.44	$ 3.58	$ 3.73	$ 3.96	93.17
Average Revenue Tons per Train Mile	300.45	330.72	395.16	418.58	466.35	507.74	525.10	603.24	100.78
Average Tons All Freight per Train Mile	333.39	382.53	446.25	453.54	503.77	548.67	576.87	655.47	96.61
Tons per Loaded Car—Revenue Freight	15.92	17.18	17.19	17.75	18.54	18.77	18.45	20.06	26.00
Tons per Loaded Car—All Freight	18.24	19.87	19.41	19.24	20.02	20.27	20.26	21.80	19.52
Average Capacity of Freight Cars	29.53	31.83	33.41	34.25	34.48	35.39	35.55	35.69	20.86
Passenger Train Mileage	3,421,771	3,051,184	3,148,143	3,089,595	3,100,078	3,272,540	3,208,895	3,292,207	(a) 3.79
Passengers Carried		2,581,532	2,600,030	2,522,281	2,741,558	2,782,440	2,813,962	2,774,801	(b) 7.49
Passengers Carried One Mile	133,044,184	147,310,536	147,985,867	146,920,813	159,360,213	156,923,000	159,659,727	167,581,541	25.96
Passengers Carried One Mile per Mile of Road	89,690	98,996	98,930	98,195	106,508	107,354	111,842	112,454	25.38
Average Revenue per Passenger Mile (cents)	1.880	1.898	1.955	2,041	2,017	1.971	1.954	2.084	10.85
Passenger Revenue per Train Mile	$ .73	$ .92	$ .92	$ .97	$ 1.04	$ .94	$ .97	$ 1.06	45.21
Passenger Train Revenue per Train Mile	$ .91	$ 1.15	$ 1.15	$ 1.21	$ 1.29	$ 1.20	$ 1.23	$ 1.33	46.15
Average Passengers per Train Mile	38.88	48.28	47.01	47.55	51.41	47.95	49.75	50.90	30.92

(a)—Indicates Decreases.
(b)—Indicates Increases over 1910.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXPENDITURES FOR ADDITIONS AND BETTERMENTS FROM SEPTEMBER 1, 1909 TO DECEMBER 31, 1916

EXHIBIT 13

ROAD IMPROVEMENTS:	
Total Expenditures to December 31, 1915	*$11,103,973.69
Expenditures during year ended December 31, 1916	988,527.48
Total Expenditures to December 31, 1916	$12,092,501.17
EQUIPMENT:	
Total Expenditures to December 31, 1915	$ 7,651,751.26
Expenditures during year ended December 31, 1916	880,291.65
Total Expenditures to December 31, 1916	$ 8,532,042.91
Total Road and Equipment Expenditures	$20,624,544.08
Total Expenditures to December 31, 1916, per mile of road:	
Road Improvements	$ 8,575.45
Equipment	6,050.54
Total	$ 14,625.99

*The $500,000 Wisconsin Central Minneapolis Terminal Mortgage assumed is included here.

PERFORMANCE OF LOCOMOTIVES DURING YEARS ENDED DECEMBER 31, 1912, 1913, 1914, 1915 AND 1916

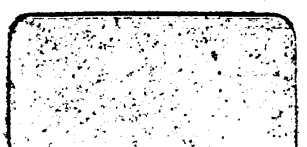
EXHIBIT 14

	1912	1913	1914	1915	1916
Average Miles run by Locomotives in Passenger Service	59,073	59,562	60,704	66,940	66,556
Average Miles run by Locomotives in Freight Service	28,474	29,126	28,999	30,211	36,156
Average Miles run by Locomotives in All Service	34,974	35,681	36,135	37,527	41,140
Average Freight Cars per Freight Locomotive Mile	29.47	31.66	34.51	35.12	32.72
Per Cent of Actual Ton Miles to Potential Ton Miles	65.05	67.04	71.40	71.74	72.35
Cost in Cents of Passenger Locomotive Service per mile (a)	32.93	31.31	29.57	29.20	30.49
Cost in Cents of Freight Locomotive Service per mile (a)	58.11	54.64	54.31	53.73	55.47
Cost in Cents of Freight Locomotive Service per 1,000 Gross Ton Miles (a)	60.19	53.32	48.66	47.16	47.51
Pounds of Coal Consumed per Locomotive Mile—Passenger Service	113.95	114.04	109.72	107.57	106.88
Pounds of Coal Consumed per Locomotive Mile—Freight Service	248.59	255.23	258.10	249.50	243.79
Pounds of Coal Consumed per 1000 Freight Gross Ton Miles	257.48	249.08	231.24	219.00	208.81
Pounds of Coal Consumed per Locomotive Mile—All Service	176.08	180.15	176.25	171.28	169.08
Tons of Coal Consumed in Locomotive Service	708,203	700,661	691,014	665,270	702,525
Cost per Ton on Tenders	$ 2.310	$ 2.090	$ 2.067	$ 2.053	$ 2.125

(a) Costs here shown include Wages of Enginemen, Enginehouse Expenses, Fuel, Oil, Tallow and Waste, Other Supplies, Running and Shop Repairs.

Job. No. 464 Book 1420-4

	NO.	TIME
Taken Apart	12	3
Stitching		
Sewing	12 7	3
Forwarding		
Finishing	17	
Extra Work		

To avoid fine, this book should be returned on or before the date last stamped below

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